

MERC'S MEGA M4 RIVAL



Full details of storming
new 503bhp C 63 AMG

ALL-NEW INSIGNIA

EXCLUSIVE IMAGES

Family star aims at BMW and Audi
- but at a Vauxhall price



OFFICIAL

Audi's all-electric Q6

And it gets a Tesla-rivalling 310-mile range



PLUS

New Audi Q7 faces SUV rivals

Can luxury seven-seater beat Volvo XC90 and Disco?



REVEALED Driving habits – what winds you up most?



Official fuel consumption for the all-new Volvo XC90 in MPG (l/100km) ranges from: Urban 28.8 (9.8) – 45.6 (6.2), Extra Urban 40.4 (7.9) – 52.3 (5.4), Combined 35.3 (8.0) – 134.5



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Official fuel consumption for the ŠKODA Octavia Hatch range in mpg (litres/100km): Urban 34.9 (8.1) - 72.4 (3.9), Extra Urban 52.3 (5.4) - 88.3 (3.2), Combined 44.1 (6.4) - 80.7 (3.5). CO₂ emissions for the ŠKODA Octavia Range: 149 - 90g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.





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Which
Chinese
cars will
come to
the UK?
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Online this week



New Hyundai goes Qashqai hunting

THE Hyundai Tucson name is back to replace the ix35 and, following an initial test in Germany, we'll be seeing how the new crossover shapes up with our first drive in the UK.

Hyundai has ticked the box when it comes to style, while various powertrain choices – including two and four-wheel drive – will appeal to a wide range of potential buyers.

Head online now to see if Hyundai's Qashqai rival can cut it with the class leaders.

For more visit

autoexpress.co.uk

Newsweek

COVER New Vauxhall Insignia

Exclusive images and details of new 2017 family star

COVER Audi Q6

Sketch previews all-electric SUV that's set for Frankfurt show

COVER Mercedes-AMG C 63 Coupé

Ultimate two-door C-Class guns for M4 with up to 503bhp

Plug-in Peugeots driven

We drive stunning hybrid Quartz SUV and Exalt saloon

Driving habits

Auto Express poll reveals UK motorists' pet hates

Nissan NP300 Navara

New upmarket look for pick-up with longest load bay

MoT madness

Danger of four-year wait for MoT, plus new system chaos

Features

China on the march

We rate Chinese car brands' chances of making an impact in UK

New cars

Porsche 911 GT3 RS

Hardcore 911 proves to be one of the best ever

Jaguar XF 3.0 TDV6

We've tried the four-cylinder diesel, now for the V6

Range Rover Sport

Uprated engine leads '16 model year changes

Volvo V40 T3 auto

New engine for super-stylish small family hatch

Audi TT Roadster Ultra

Diesel drop-top combines open-air fun with 65mpg

Sandero Laureate Prime

New high-spec Dacia supermini – still for under £10k

Road tests

COVER New Audi Q7

Hi-tech SUV battles Volvo XC90 and Land Rover Discovery

Toyota Auris vs SEAT Leon

Can fresh look and new turbo give hatch edge over class leader?

Our cars

Latest on Kia Soul EV and Citroen C4 Cactus

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Verdict on eight sprays that top up bodywork shine for summer

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Official fuel consumption figures in mpg (l/100km) for the New Ford C-MAX range: urban 33.6-60.1 (8.4-4.7), extra urban 54.3-76.4 (5.2-3.7), combined 44.1-68.9 (6.4-4.1). Official CO₂ emissions 149-105g/km.

The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience. Model shown differs from UK specifications.



Go Further



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All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested using Racelogic Vbox computer timing equipment. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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The electric car is being stalled by a lack of charging network



AF I WANT to own an electric car – I really do. And I suspect there are plenty more people who feel the same way: that instant torque delivery, the eerie silence, the efficiency and never having to visit those miserable money-grabbing blokes behind the counter of my local filling station! Yes, please.

So what's stopping me? It's not range anxiety any more – I think I can get my head around that, especially as I believe we're on the cusp of a battery power breakthrough. The Nissan Leaf will get a 30kWh battery boost at next month's Frankfurt Motor Show, which will take range from around 80 miles (if you're lucky) to closer to 150. And others will follow.

And as we've revealed on Page 10, Audi will also be revealing its e-tron quattro concept at Frankfurt – a sensational-looking all-electric SUV with a range of over 310 miles. We'll see it soon as an all-electric Q6, although its price will probably be quite some way north of the Leaf's.

Tesla's gigafactory will also bring power pack prices down and range up – and that'll be mirrored around the world and across the car industry.

So that's great news – we'll be able to go further on every charge. But what's stopping me getting an EV is the snail's pace at which the charging infrastructure is improving. At some stage, somewhere, I will need to recharge. And I won't always be at home.

Politicians have spent years crowing about how much is going to be invested in charging points around the country, but I haven't noticed a massive crop sprouting up – just the odd one or two.

And from our experience with our electric Kia Soul (see Page 58, above), as more and more EVs get

bought – up 211 per cent so far this year – finding a free (or working) charging point is becoming more and more of a challenge.

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 EXCLUSIVE IMAGES

Milos Dvorak



- All-new model features new platform and Vauxhall Design 2.0
- Around six inches longer than current car, but up to 200kg lighter

Insignia goes premium

- Vauxhall family car gets longer, lighter and posher in premium push, but prices remain mainstream



Steve Fowler
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A RADICAL new Vauxhall Insignia is less than two years away and is set to take the British marque into a fierce battle with premium brands such as Audi, BMW and Mercedes – but still at mainstream prices.

Although Vauxhall has reaffirmed its status as a company for the masses under Tim Tozer's leadership, the aim is to tempt buyers out of bottom-end premium products with a vehicle offering the design, quality and tech to rival more expensive cars – but at prices similar to today's model. And the Insignia is just the start, with a large premium SUV also arriving by 2020.

While the sleek new British-built Astra will make its public debut at next month's Frankfurt Motor Show, the Insignia is a couple of years away. It'll mark the start of what GM Europe design chief Mark Adams describes as 'Vauxhall/Opel Design 2.0'.

As our exclusive images and spy shots reveal, the Insignia is set to grow by as

much as six inches and take on a more coupé-like style with a low roof and long, sleek hatchback rear. Yet the front end is more upright than we've seen from a Vauxhall for many years, with a shape that's not unlike Jaguar's XE and XF, helping to give the car a more premium look.

Many of the design features from 2013's Monza concept will appear, with Adams quoted as saying: "The seed for Opel Design 2.0 has been planted in the Monza concept, which will define the design of our production vehicles for the next eight to 10 years."

The new Insignia's more upright nose features thin, wide, flat-fronted 'wings' across the top of the grille, housing the Vauxhall Griffin badge. There are Monza-style air vents at each side below slim new headlights that will benefit from the very latest Matrix-beam OLED technology.

Along the flanks, Mark Adams' trademark blade surfacing has evolved, with wide



Headroom likely to be good despite sloping roofline, as will access to front and rear



PREMIUM
Long coupé-like roofline hides more spacious interior; more upright nose for a more upmarket look

to rival BMW



LED lights accentuating the car's width at the back.

The extra length and stretched wheelbase will give the new Insignia interior space to rival the VW Passat and Skoda Superb. And although the roof is much lower, there'll still be plenty of headroom for rear passengers, with wide-opening doors for easy access to the classy interior.

The new Insignia is being engineered in Europe, but sits on an all-new global platform that's likely to contribute to



SPIED
SCULPTING
Heavy disguise on prototype hides latest take on blade surfaces along sides of car



a weight loss of up to 200kg over the current car, in spite of the size increase.

An evolution of the current range of engines, including new versions of the Whisper diesel family, will be fitted. And with an eye on the global market (the car is sold as the Buick Regal in countries like the

"The new Insignia will rival premium cars, but at mainstream prices"

VAUXHALL'S 'CADDY' SUV HERE BY 2020

VAUXHALL is set to launch a trio of posh new SUVs between now and 2020, topped by a large seven-seater that's likely to be priced to challenge the Land Rover Discovery Sport, but with more space.

This new model – hinted at in our exclusive image (below) – is being developed by Cadillac in the US, but as with all new Vauxhalls, it's expected that some development work will be carried out in the UK to tune the car specifically for the European market.

Although the smaller SUVs will be seen in the next few years, we're likely to have to wait until the end of the decade for the larger, Cadillac-based model to arrive.

"Cadillac will develop the car in the US, but there'll be development work completed in the UK"

EXCLUSIVE IMAGE



Larson

US and China), there's also the possibility of Ampera-style plug-in technology.

A VXR version would also be expected, with VX-line sporty trim levels increasingly important in the battle against Audi's S line and BMW's M Sport models.

The interior will look very different to the current Vauxhall family, dominated by tech with large touchscreens – although not quite to the futuristic level previewed by the Monza. Plush materials will feature, and Vauxhall's award-winning OnStar system will be available throughout the range.

OFFICIAL

SHOW STAR Official sketch has been released ahead of e-tron quattro concept's debut at Frankfurt next month, and shows slippery design of new all-electric SUV



LABANOVIC © AUDI DESIGN TEAM

Audi's electric Q6 SUV sha

■ Official sketch shows Frankfurt star ■ Range of 'over 310 miles'



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IT'S no secret that Audi's assault on the SUV market will include an all-electric model, and at the Frankfurt Motor Show next month the brand will debut the e-tron quattro concept, previewed by this official sketch. It's been confirmed for production in 2018, with the showroom model expected to wear the Q6 badge, and Audi is aiming for a range of more than 310 miles.

The sketch does little to put the car's overall proportions into context, but Audi has confirmed the e-tron quattro will be between the Q5 and Q7 in length. There's a more rakish and coupé-like rear end, along with a shallow windowline. The design is a radical departure from any current Audi SUV, which possibly comes down to the influence of new design boss Marc Lichte. Audi claims that the appearance and sealed underbody help deliver class-leading drag of 0.25Cd.

The slippery design also plays a key role in making the car incredibly efficient, aiding those impressive range claims. The e-tron quattro features active aerodynamics, while under the skin are three electric motors – one mounted on the front axle and two on

the rear – and a large lithium-ion battery pack, with Audi using expertise gained in the development of the forthcoming R8 e-tron. The larger battery will sit between the two axles and "below the passenger compartment", according to the company, leading to "responsive" and "better driving dynamics than any other vehicle in the segment".

At Frankfurt, the concept will also debut new Matrix Organic Light Emitting Diode (OLED) lighting technology. These lamps are continuously variable and require no reflectors or guides, and will eventually be used across Audi's production models.

CEO Rupert Stadler has previously opened up about the zero-emissions SUV, claiming that it will be "sexy", "packed with utility" and "sporty", and confirmed it will arrive by 2018.

When it hits showrooms, the car will take the fight to the Tesla Model X, which is also expected to have a range upwards of 300 miles. "When it comes to a battery electric vehicle, it was very clear for us: a range of 500km is a must," Stadler explained when talking exclusively to Auto Express at the Shanghai Motor Show back in April. "Some years ago,

SUVs were disliked and seen as not fuel efficient. We have proved through lightweight technology and electric drivetrains that they can be highly efficient."

Stadler claimed premium customers are "prepared to pay a bit more" to show they're "doing everything well for the environment".

And he added: "Now with our engineers and our battery-cell suppliers, we are at a stage where we can say, yes, this is feasible and we believe with ongoing investments in terms of infrastructure development, we

"Audi has confirmed e-tron quattro will be between Q5 and Q7 in length, and design is a radical departure from any SUV in range"

SPIED

Automedia



Interior sketches show car will be radical inside, with OLED touchscreens



SHARP

From the rear, drawing really shows shallow windowline; it'll be interesting to see how this is translated to production car, set to be badged Q6

pes up

think 2018-19 is the right time to come up with such a car. We think the infrastructure will be sufficient in terms of supercharging."

Audi's CEO also confirmed that a range-topping Q8, to sit above the Q6 and Q7, is in development. "Yes, there will be something above [the Q7] and it will be more expensive than the Q7," he said. When we used the new £150,000 Range Rover SV Autobiography as a benchmark for how upmarket the Q8 could go, Stadler told us it would "easily" rival that car.



DROP-TOP
Spyder was seen on test, and you can spot cooling vents added at rear; fabric roof is similar to old model's

...As new R8 Spyder hits road

AUDI is gearing up to unveil the drop-top version of its new R8 supercar, but it won't be joining the e-tron concept at Frankfurt.

The Mk2 Spyder is set for an early 2016 reveal at Detroit or Geneva, and ditches the Coupé's glass panel above the engine and – as our spy shots show – adds extra cooling vents at the rear. Its fabric roof is very similar in design to the previous model's, with two buttresses on either side extending back to

the engine bay and a vertical rear window that retracts when the roof is lowered.

The Spyder will feature the same naturally aspirated V10 engine as the hard-top, with an 'entry-level' 532bhp unit and a 601bhp V10 Plus. Expect a reduced top speed, a 0-62mph time marginally slower than the Coupé's 3.5 seconds and a £10,000 premium over the hard-top, which is priced at £119,500 and £137,500 for the Plus.



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MG3 Fuel consumption mpg (l/100km): Urban: 37.7 (7.5), Extra Urban 57.6 (4.9), Combined: 48.7 (5.8), CO2 Emissions 136 g/km.

Models shown - NEW MG6 DTI-TECH TL in Passion Red at £17,995. MG3 3FORM SPORT in Stuck on Blue with White Trophy Stripe at £10,203. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £13,995 applies to the MG6 S. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. "From" prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption values shown are based on official EU test figures and are to be used as a guide for comparative purposes and may not be representative of actual driving results. *Conditional Sale. 0% APR representative available on selected New MG3 and New MG6 models until 1st October 2015. A minimum deposit of 50% of the cash OTR price applies. Finance by MG Financial Services, a trading style of GMAC UK plc, PO Box 6666, Cardiff CF15 7YT, subject to status, availability and terms and conditions. Applicants must be aged 18 or over at participating dealers. Please see your local dealer for details. Full details also available at www.mg.co.uk/offers

POWER Buyers of new top-spec C-Class Coupé get a choice of 469bhp and 503bhp versions of V8 in standard and S models



AMG C 63 Coupé guns for M4

■ Mercedes-AMG unleashes hot two-door C-Class; up to 503bhp



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AE WE'VE seen a number of teasers and videos, but now full official details of the Mercedes-AMG C 63 Coupé have been unveiled. The hot version of the sleeker new C-Class Coupé will make its world debut at next month's Frankfurt Motor Show, before hitting dealers next March.

Positioned firmly to steal some of the BMW M4's thunder, the super-coupé takes the swooping profile of the regular two-door C-Class and pumps up its visual muscle. It's marked out as an AMG-tuned model by flared wheelarches and a new front bumper with beefier air intakes. There are also larger wheels, chunky side skirts and quad exhausts, plus a slim boot spoiler.

The drivetrain is identical to the C 63 saloon's, with a storming 4.0-litre bi-turbo V8 producing 469bhp and 650Nm of torque. Go for the full-fat S model, and those figures increase to 503bhp and 700Nm. That means the S can blast from 0-62mph in 3.9 seconds – one-tenth faster than the saloon – before hitting a limited 155mph top speed. And, as usual, you can pay to have the limiter removed, allowing the Coupé to reach 180mph.

Under the skin, the biggest difference between the two-door C 63 and the saloon and Estate versions is the wider track. Those flared arches add 64mm at the front and 66mm at the rear, enabling AMG to fit chunkier tyres – 255mm wide at the front and 285mm at the back – to improve acceleration and stability.

The Coupé will be offered with the same AMG-specific Ride Control electronically adjustable dampers as the saloon, plus

■ OFFICIAL



HANDLING Electronically adjustable dampers and limited-slip diff are available, promising to give C 63 agility to match BMW

its drive select modes, limited-slip diff and dynamic engine mounts. It also features a multi-link rear axle set-up, which has been completely redesigned from the four-door, and there's extra body strengthening, too.

Inside, however, the upmarket dash has been lifted wholesale from the saloon, with familiar controls for the infotainment. AMG badging, optional AMG Performance seats and bespoke instruments are the only real changes over the standard Coupé, but the seating position is lower than the saloon's.

Mercedes is likely to reveal the pricing structure just before the C 63 Coupé is released in the spring. Expect a jump of around £2,000 over the £60,000 starting price of the saloon, with the S version costing from just below £70,000.

We drive bold visions of

On the road in striking plug-in Quartz SUV and Exalt saloon

AE Gerald Czajka

OFTEN, the primary function of a concept car is to be little more than a slinky piece of motor show eye candy. However, Peugeot takes a rather different approach.

The Quartz SUV and Exalt saloon not only provided us with a sneak preview of what we can expect from Peugeot's future model ranges when they were revealed last year, but, more than that, they also work.

Beneath the angular body of the Quartz and svelte lines of the Exalt, both concepts use a hybrid powertrain combining tuned versions of Peugeot's 1.6-litre turbo petrol engine from the RCZ with electric motors – and now we've driven them.

The newer of the two concepts is the Quartz SUV. Seen for the first time at the Paris Motor Show last year, it gave a glimpse of Peugeot's forthcoming crossovers and SUVs, such as the next-generation 3008 and 2008. The Quartz blends trademark SUV styling cues with those of a coupé, seen in the sloping rear and flared arches. A shallow windowline and steeply raked rear screen – complete with a split spoiler – give the car sporty proportions like the Range Rover Evoque or BMW X4.

Drama

But the drama doesn't stop there. To allow you to access the cabin, the doors tilt out then fly upwards, while the bodywork around the C-pillar moves in the opposite direction, rising over the rear, making it look like something from the Transformers film set.

By comparison, the Exalt is rather restrained. The panel lines are softer, the profile sleeker and the overall design more subtle. Peugeot originally revealed the Exalt at the Beijing Motor Show in 2014 and then showcased a European version at the Paris Motor Show later that year; the latter is the car you see here. Changes were minimal and focused on the exterior colour scheme, with the 4.7-metre length – only a little shorter than a 508 saloon – remaining the same.

While Peugeot has taken a different approach to the way the concepts look on the outside, the family connection is more evident inside. Both use a development of the i-Cockpit found in the 308, but here it's pushed to its limits of luxury and style.

Buttons and switches have been kept to a minimum, with the bulk of driver information coming through a head-up display and dash-mounted screens.

In terms of materials, both cabins are a cocktail of wood, leather and brushed metals. Peugeot has had nearly a year to fine-tune the concepts, so the execution and finish are almost flawless, unlike the hastily constructed cabins of some concepts.

The company doesn't currently offer a plug-in hybrid in any of its showroom cars, but as these concepts feature the same

FIRST DRIVE

SUV uses cameras to adjust springs and ride height to suit the road ahead



INTERIOR Emphasis inside Quartz is on sporty design, although similarities to Exalt cabin (opposite) are clear, with both featuring developments of Peugeot's i-Cockpit interface



powertrain, bosses seem to be keen on putting the technology into production.

The Quartz is the more powerful of the two, developing 493bhp from the 1.6-litre four-cylinder turbo and two electric motors – one attached to each axle. Running purely on electricity, Peugeot claims a range of 30 miles is possible, similar to what you can achieve from production plug-in hybrids. In the Exalt, the same powertrain system develops a more modest 335bhp, which is

mainly down to the fact there is only one electric motor supplementing the power.

As is the way with driving concept cars, impressions tend to be limited due to the lower speeds imposed because of rarity and value. We couldn't get to grips with the plug-in hybrid system as both cars were driven solely by the 1.6-litre engine for the purpose of our test. The engine is slightly more vocal than it is in the RCZ or 208 GTi, partly because the concepts don't

"As both concepts feature the same hybrid powertrain, Peugeot seems keen on putting the tech into production"



f Peugeot's future

ON THE ROAD

Both cars are underpinned by 308's EMP2 chassis, and offer decent body control, while feeling solid on move



Auto Bild



STYLISH Elegant Exalt is more restrained, with sleek saloon shape. Interior uses eco materials including 'wood' panels formed from newspaper pulp and 'basalt fibre' in place of carbon fibre



Our reporter Czajka stretches out in the back of the spacious, minimalist Exalt

have to go through the same stringent tests as production models. However, the Quartz and Exalt feel solid on the move.

Both use the 308's EMP2 chassis, so there's decent body control, even in the high-riding Quartz. The SUV also has adjustable springs which change ground clearance from 300mm to 350mm.

It's rare to find a concept that drives as well as it looks, but the design flair and technology of these models show that Peugeot's forward thinking will continue to drip down to production models.

Verdict

WHEN it comes to developing wacky concept cars with some weighty real-world significance, few do it better than Peugeot. Neither the Quartz nor the Exalt will make it into showrooms as they look, but the technology and evolutionary interior design clearly show the brand's vision for the future. Sure, there's little to learn in terms of how they drive, but if Peugeot's future production cars are able to inherit some of the design flair seen here, then success is surely in sight.



news in brief



Practical SEAT Leon joins Business class

SEAT has taken the wraps off a new SE Technology Business-spec version of its practical Leon ST estate (above).

Prices start from £20,650, with standard kit including LED headlamps, sat-nav, DAB radio and auto lights and wipers. There's a choice of two diesel engines – a 108bhp 1.6 TDI and a 148bhp 2.0 TDI – with the brand set to take initial orders early next year.

Warranty for used electric cars is go

THE first warranty specifically designed for used electric vehicles has been announced by Warrantywise. The news comes as thousands of EVs are reaching the end of their original three-year manufacturer guarantees.

CEO Lawrence Whittaker said: "We have long supported the electric vehicle sector. Having studied the repair and parts replacement costs of EVs, it is clear that there is a market and a call for extended warranty."

Prices start from £55 per month, but don't include replacement battery costs.

Toyota wields axe on V8 Land Cruiser

THE Land Cruiser V8 has been axed from Toyota's extensive UK line-up, after seven years in showrooms.

Introduced in 2008 as a replacement for the Land Cruiser Amazon, the top-spec model (below) used a 4.4-litre diesel producing 650Nm of torque.

While the V8 bows out of the UK market, the updated Land Cruiser 200 has been launched in Japan. There are no plans to bring this model to Europe.





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We make it possible to
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Backward rolls are for gymnasts. The Hill-Start Assist Control on the All-New Tucson can detect when the car comes to a stop on an incline and will automatically hold the car stationary for a few extra seconds after the brake is released, giving you plenty of time to press the accelerator and drive smoothly away. Neatly avoiding any embarrassing conversations with the person behind. From £18,695*. Visit hyundai.co.uk


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Fuel consumption in MPG (l/100km) for All-New Tucson range: Urban 28.2 (10.0) – 52.3 (5.4), Extra Urban 43.5 (6.5) – 67.3 (4.2), Combined 37.2 (7.6) – 61.7 (4.6), CO₂ Emissions 177 – 119g/km. These official EU test figures are to be used as a guide for comparative purposes and may not reflect all driving results. Model shown: All-New Tucson Premium SE 2.0 CRDi 136PS Blue Drive manual at £28,930 OTR including White Sand metallic paint at £585. *On the road price of £18,695 applies to All-New Tucson S 1.6 GDi 132PS Blue Drive manual with solid paint. 5 Year Unlimited Mileage Warranty terms and exclusions apply. Visit www.hyundai.co.uk/owning or ask your local dealer.

Mobile phone use tops list of UK drivers' biggest pet hates

■ **Hogging lanes, not indicating also slated in autoexpress.co.uk poll**
 ■ **But readers admit they do things they criticise other motorists for**



Martin Saarinen
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 AE_Consumer

AE ALMOST a third of motorists say using a mobile phone behind the wheel is the most annoying habit they witness while driving, yet a shocking 10 per cent admit to doing it, an Auto Express survey has found.

We polled nearly 10,000 of our readers on *autoexpress.co.uk* to see which driving habits they disliked the most and which they're guilty of themselves. Mobile phone usage (29 per cent) topped our frustrating traits poll, followed by failure to indicate on roundabouts and lane hogging – both leaving a quarter of motorists seeing red.

Despite our readers ranking mobile phone use as their biggest grievance, it was second in the list of habits they owned up to, with 10 per cent saying they'd made a call or surfed the Web on their handsets.

Neil Greig, director of policy and research at the Institute of Advanced Motorists (IAM), told Auto Express: "Holding a mobile phone has a direct and obvious impact on driving, such as swerving across lanes, slowing down and having a lack of concentration, so I can see why it upsets so many."

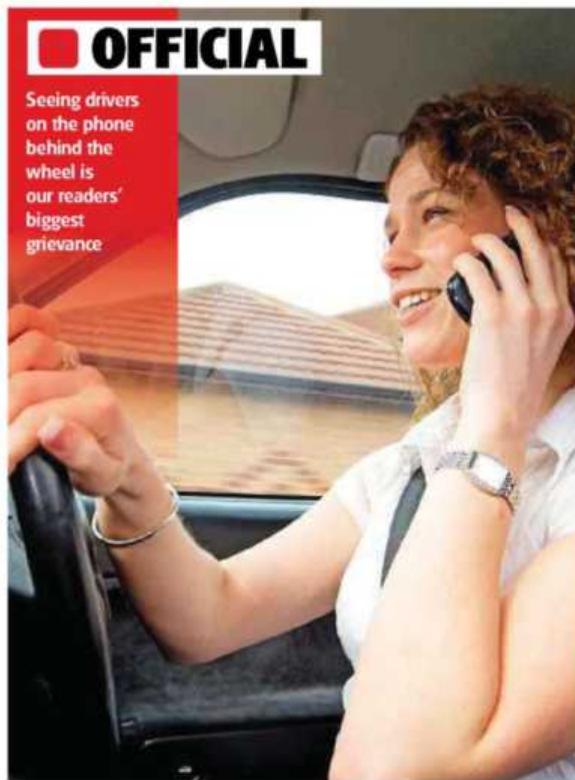
When it was time to admit their biggest sin behind the wheel, a staggering 65 per cent of readers confessed to breaking the speed limit on a regular basis. Surprisingly, though, only four per cent said that seeing others speeding bothered them.

The latest figures from the Transport Research Laboratory (TRL) show that the chance of an accident rises exponentially with speed. A 10 per cent increase in speed is estimated to up the likelihood of an accident occurring by 26 per cent.

Greig added: "Changing society's attitude to speeding remains a huge challenge. Average speeds have been reduced in recent years, but we're still way off people seeing speeding in a similar anti-social fashion as drink-driving. This should be the ultimate aim for Government and police campaigns."

"As ever, 'do as I say and not as I do' seems to sum up the primary mindset of most drivers in this instance."

"A staggering 65 per cent of readers confessed to breaking the speed limit on a regular basis"



YOUR DRIVING HABITS

Our poll of 10,000 motorists reveals UK's most irritating driving habits, plus those that drivers admit they're guilty of themselves.

MOST ANNOYING DRIVING HABITS

1. Using mobile phone at wheel	29%
2. Hogging middle lane on motorway	24%
3. Not indicating on roundabouts	24%
4. Throwing rubbish out of the window	6%
5. Not saying thanks when letting someone in	6%

Source: *autoexpress.co.uk*

MOST LIKELY TO DO YOURSELF

1. Breaking the speed limit	65%
2. Using mobile phone at wheel	10%
3. Not indicating on roundabouts	7%
4. Hogging middle lane on motorway	5%
5. Not saying thanks when someone lets you in	5%

Scottish drivers most likely to get behind wheel while tired

MOTORISTS from Scotland are the most likely in the UK to drive while tired, with 61 per cent admitting to doing so according to research by YouGov on behalf of Claims.co.uk.

Figures from the Department for Transport estimate that tiredness is a contributing factor in as many as 20 per cent of all road accidents. John Quail, Claims.co.uk managing director, said: "I hope these shocking results show the dangers in driving tired."

271bhp Mountune boost for Focus ST

OFFICIAL



Focus ST to get 24bhp Mountune upgrade for £1,195

FORD'S official tuning partner Mountune has announced details of its upgrade for the facelifted Focus ST. Priced at £1,195 for the hatchback and the estate, the pack boosts power from the Focus's 2.0-litre four-cylinder turbo by 24bhp to 271bhp.

The update is purely mechanical, and consists of a new intercooler, induction kit and reprogrammed ECU. Torque also increases from 360Nm to 400Nm, resulting in performance figures that match those of the previous-generation Focus ST Mountune.

The standard ST's 6.5-second 0-62mph sprint time has been slashed to 5.9 seconds – and that closes the gap on its rival, the SEAT Leon Cupra, which completes the benchmark in 5.7 seconds.

Currently the Mountune update is limited to only the petrol version of the ST, but there is talk of Ford's tuning arm introducing a performance upgrade for the diesel-powered model, too.

Lagonda limo priced up

OFFICIAL



Limited-edition Aston is rumoured to cost £696,000

PRICES for Aston Martin's super-exclusive 6.0 V12 Lagonda Taraf have been unexpectedly revealed by one of the brand's franchised dealers. HR Owen published a figure of £696,000 for the limo last week, and later removed it without comment.

While Aston refused to issue an official statement on the matter, a spokesperson did mention that the massive range of customisation options from Aston Martin's Q bespoke division could "easily add £200,000 to the price tag".

Tough new Navara loads up

■ Nissan reveals NP300 ahead of Frankfurt; class-best load bed

 **Lawrence Allan**
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@LobAllan

AE THE new Mitsubishi L200 has only just been crowned our Pick-up Of The Year, but it's already facing a fight to hang on to top spot from this: Nissan's new Navara.

The redesigned truck, now called NP300 Navara, will make its official debut at next month's Frankfurt Motor Show. As well as a revised exterior and interior, there's a new engine, new tech and an overhauled chassis.

Nissan has replaced the previous pick-up's rugged and boxy body with a softer, more distinctive design. The brand's trademark 'V-motion' grille is part of a bolder front end, while new doors and angled side windows modernise the look. Plus, the load bed is 67mm longer, with a class-best load length of 1,578mm for the Double Cab and 1,788mm in the King Cab.

The cabin has also received a makeover, with a curvier dash designed to increase passenger space. Nissan's Around View Monitor is also available, while dual-zone climate control and new seats improve comfort – along with a new five-link suspension set-up for Double Cab models.

Under the skin, the NP300 debuts a 2.3-litre dCi diesel, available in 158bhp single-turbo and 187bhp twin-turbo



■ OFFICIAL

New Navara looks more modern, with a bolder front end and angled side windows



Load bed is longest in class at 1,578mm for Double Cab (pictured); it's 1,788mm in King Cab



Curved dashboard increases space and comes with Nissan Connect integration

outputs. Nissan claims both are up to 24 per cent more efficient than before – and the cleanest in this sector.

The engines are available with two or four-wheel drive and a choice of six-speed manual or seven-speed auto gearboxes. Payload ratings are now in excess of one tonne across the range, and the towing capacity is 3,500kg.

Inside's out on Bentley Bentayga

THE covers will finally come off the new Bentley Bentayga at Frankfurt next month, but ahead of its world debut we've been given our best look yet at the SUV's interior.

A mix of leather and brushed aluminium appears to make up the bulk of materials that trim the cabin. A touchscreen infotainment system dominates the dashboard, with a separate control panel beneath. Previous teaser videos from Bentley have confirmed the Bentayga will also be available with a head-up display and digital instrument cluster, which features night-vision capabilities.

The car is expected to start from £140,000, and further details will be revealed following its world debut at the show.

LUXURY
Leather and brushed aluminium will feature inside SUV, as will digital display with night vision



■ SPIED



New Honda NSX out of the blue

HONDA has revealed new pictures of its NSX, having previewed the hybrid supercar – on sale in the spring – at the Quail Motorsports gathering in California.

A Nouvelle Blue Pearl version (below) was one of three NSXs at the event, featuring a new Carbon Exterior Package with carbon fibre-reinforced plastic spoilers, engine covers and sills, as well as a carbon roof and exhaust tips.

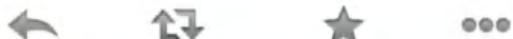
Inside, there's more carbon fibre on the steering wheel and dials, while the pedal and footrest are aluminium.





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of extras for no
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11:40 PM



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The Power to Surprise

You make us make better cars, like the new cee'd 'SR7' special edition. You want to have your cake and eat it and take a picture of it too. You want reliability and loads of extras like Bluetooth®, reversing sensors and alloy wheels. The SR7 range also comes with our Care-3 servicing package that covers your first 3 services for just £99. You want it, you got it.



Care-3

Fuel consumption in mpg (l/100km) for the Kia cee'd 'SR7' 5-door petrol: Urban 33.6 (8.4), Extra Urban 58.9 (4.8), Combined 46.3 (6.1). CO₂ Emissions are 143g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Offer is available on Kia cee'd 'SR7' between 01/08/15 and 30/09/15 inclusive. **You will not own the vehicle until all payments are made.** At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to mileage and condition of the vehicle. Excess mileage charge 14.9p per mile. Subject to status. T&Cs apply. 18s or over. Guarantee/Indemnity may be required. Kia Motors Finance RH1 1SR. Model shown: Kia cee'd 'SR7' 5-door 1.4 petrol 98bhp 6-speed manual at £14,650 Including £1,000 customer saving. Non offer price £15,650. Customer savings vary by model derivative. Specification is subject to change without notice. Care-3 is the Kia Servicing Package that covers routine servicing and excludes wear parts. Offer not available with any other offer. Retail sales only. Details correct at time of going to press. 7 year / 100,000 mile manufacturer's warranty. For full terms and exclusions visit www.kia.co.uk. The Bluetooth® word mark and logo are registered trademarks and owned by the Bluetooth SIG, Inc.

MoT shake-up threat as t

■ Warning about plan for first MoT after four years ■ Comes as stats show scale of incorrect results



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AE HUNDREDS of thousands of defective cars would be on British roads if plans to extend the MoT for new cars from three to four years are brought in.

Auto Express analysis of Driver and Vehicle Standards Agency (DVSA) MoT testing data found an average of nine per cent of all new vehicles fail their first MoT after three years.

Using our calculations, of the 2.4 million new cars registered in 2014, an estimated 222,879 will fail their first MoT in 2017.

Under the Government proposals, these unroadworthy vehicles – which could have illegal tyres, damaged lights or faulty brakes – would be on the road until 2018.

The number of potentially unsafe cars on the roads will grow over the next few years, too, as the UK continues to register record numbers of new cars each month.

The DVSA's own data reveals nearly 12 per cent of four-year-old cars already fail the MoT – which is currently their second test. Under the new scheme, this test would become a vehicle's first MoT, and failure rates would likely rocket.

A DVSA report admitted: "Vehicle age was an important, if not the most important, variable tested. In general, the older the vehicle, the more likely a negative test result."

The MoT new car extension consultation plans were announced by Chancellor George Osborne in July's Budget in a move to save motorists "billions" through test fees. But the cost-cutting move has already been criticised by industry bodies due to the

EXCLUSIVE



MoT changes could result in a growing number of potentially unsafe cars on the road

concerns about defective vehicles being on the road and the threat it poses to the UK's vehicle and road safety record.

Bridgestone managing director Robin Shaw is one of those calling for a Government rethink. He said: "Our roads would be more dangerous than ever if the changes are made. The Government claims motorists will save money as modern cars don't need their vehicles tested as often.

"The worry is that within the 12-month extension, motorists will be driving around with defects that are more costly to repair,

and significantly more dangerous as a result." The four-year rule is already in place in Northern Ireland. There's no set date for it to be rolled out across the rest of the UK, but it's unlikely to be in place before 2016.

A Department for Transport spokesman confirmed: "The Government will explore the options for requiring motorists with new cars to undergo the first MoT after four years rather than three as part of the forthcoming Motoring Services Strategy."

"Of the 2.4m new cars registered in 2014, an estimated 222,879 will fail their first test in 2017 and would go unchecked until 2018"

WARNING
Extending the time before new cars are first tested from three to four years could mean that thousands of defective cars miss detection



Official: 15 per cent of MoT verdicts incorrect

THE results of one in seven of MoT tests are wrong, Auto Express can exclusively reveal.

Figures obtained from the Driver and Vehicle Standards Agency's (DVSA) annual MoT Compliance Survey show 15 per cent of results were incorrect, with 18 per cent of those given a pass when they should have failed. A further 11 per cent received fails instead of passes.

The 2014 stats highlight the growing inaccuracy of MoT test centres across Britain. The DVSA's error rate of 15 per cent across the 1,800 randomly selected vehicle test stations was an increase of two per cent over the previous year. In

almost a third of the vehicles tested, the DVSA vehicle examiner found faults the test centre had missed or ignored.

The defects weren't just flat tyres or faulty headlamps, as 13 per cent of the vehicles tested should have been banned from the road. This negligence by test stations forced the DVSA to issue disciplinary action in more than 15 per cent of cases.

A spokesman for the agency said: "The DVSA continues to take the quality of MoT testing seriously. Garages who fail to meet the required standards risk having their licence to carry out MoT testing withdrawn."

FAIL
DVSA's vehicle examiner found that 18 per cent of vehicles being passed should have been failed



"Almost a third of vehicles tested had faults that were missed and 13 per cent should have been banned"

est chaos revealed



SHUTDOWN
DVSA's digital system problems mean that many garages cannot provide an MoT or update the online records

...As DVSA IT glitches bring mayhem

GARAGES across the country are turning down drivers in need of an MoT due to system glitches with the Driver and Vehicle Standards Agency's (DVSA) new cloud-based MoT platform.

The DVSA is aiming to make the switch next month to a new online MoT system,

where garages use mobile apps to record data. The set-up is supposed to simplify the MoT process, but Auto Express has already been contacted by several garages complaining about the system crashing. This has left some garages turning down motorists in

need of MoTs, or having to issue old-style paper certificates. Online records won't be updated until the glitches are fixed.

DVSA chief executive Alastair Peoples said: "We are aware there has been a delay in some MoT services due to an IT issue. We are working to urgently resolve this."



Rebecca Chaplin

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Video watch

AT autoexpress.co.uk/videos this week, we reveal a new UK-built best seller, plus take on a unique electric car challenge.

Full video report on new Vauxhall Astra



NEARLY three million Vauxhall Astras have found homes since the original went on sale in the late seventies, but for a long time it's been a practical rather than a desirable choice.

That could all change with this new Mk7 version, which has a fresh look and a more premium feel which Vauxhall hopes could change people's perception. Our video tells you all you need to know about the new model.

Drive across London without brakes



YOU feel like you spend more time with your foot on the brake than off it when driving in London. So surely it's not possible to cross the capital without touching the middle pedal?

Using an electric car's regenerative braking, it might just be, and I teamed up with head of motoring video Mat Watson in a BMW i3 to give it a try.

You can watch any of our videos on your phone
Simply scan this QR code.





Survey reveals worrying disregard drivers have for cars' safety systems

AE CAST your mind back a few years and features like ABS and airbags weren't compulsory. Fast forward to 2015 and safety has come on leaps and bounds.

We're now talking about autonomous emergency braking fitted as standard, plus systems like lane departure warning and blind spot monitoring – all great features that help to keep you safe.

But it seems not all motorists feel the same. Road safety charity Brake asked 1,000 drivers what features they'd want on a new car – and the results are startling.

A quarter didn't tick the box for airbags while a third weren't bothered by ABS. Only a quarter were concerned about a five-star Euro NCAP rating and a worrying two per cent answered "none of the above".

And these figures for safety tech take-up only get worse among the younger generation. In fact, the 17 to 24-year-old age group value in-car infotainment systems with social media access over Euro NCAP and pedestrian protection technology.

At a time when UK road casualty progress has stalled, it's shocking that so many show such a disregard for safety systems on their cars.

So why is this? Perhaps people are taking for granted the advanced tech fitted to their cars and don't know what it'd be like without it.

Maybe these drivers should be taken for a spin on the motorway in an old car with dodgy brakes, no seatbelts and flimsy body panels on a wet British morning and then asked to fill out the survey again. I suspect the answers would be very different indeed.

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Lightning strikes twice on faulty Verso engine

CASE STUDY Owner is left frustrated when engine and replacement both fail on 2007 Verso

AE Martin Saarinen

ALL drivers dread an engine problem, but according to data from our Driver Power satisfaction survey, 15 per cent have had to deal with exactly that in the past 12 months. Fixing an engine can be complicated and expensive, plus engine warranties are complex as the cover they provide is often different to the rest of the car.

One reader who had to deal with such issues was Adrian West from Whalley, Lancashire, whose 2007 Toyota Verso developed faulty pistons after only 19,500 miles in four years.

"The engine was just out of warranty, but Toyota stepped up and fitted a replacement free of charge," Adrian told Auto Express. However, it wasn't that straightforward. Adrian learned that the replacement was not new, but a remanufactured version. And this engine wasn't without its woes, either.

Last month, Adrian was once again left stranded at the roadside, and said: "This time it was the cylinder head gasket. I'd only done 26,000 miles on the reconditioned engine. My local dealer, Vantage Toyota Blackburn, quoted £1,500 to fix the fault."

Faced with another repair job, Adrian called Toyota for help, but had no luck. It said as the replacement engine was fitted in 2011, it was now out of warranty. Adrian

DOUBLE TROUBLE
Maker had replaced faulty engine with a reconditioned version, which also failed



"Toyota said as the replacement engine was fitted in 2011, it was now out of warranty"

was understandably unhappy and told Auto Express: "It just seemed unfair that I've gone through two engines in the time that most are in their prime."

We contacted Toyota and pressed Adrian's point. We felt a goodwill gesture from Toyota seemed fair as he'd had two

engine failures in such a short space of time. Toyota soon came around and reconsidered its verdict on Adrian's Verso.

A spokesman confirmed the dealer and Toyota would contribute to the cost of parts and labour. He said: "We are pleased the discount has gone some way to meeting the owner's expectations. This action was a goodwill gesture as the engine was significantly outside the warranty period."

Adrian concluded: "I've ended up with a repair bill for the gasket of £633 – that's much better than I'd anticipated. I also renewed the clutch while the engine was out, and now the Verso drives perfectly."

"These figures for safety tech take-up only get worse among the younger generation"

Derek Vickers
and his daughter
Rachel had fuel
filter issues
with their i30



Clampdown on diesel to stop filter blocking

■ Industry to impose minimum specifications on diesel sold in UK

AA Joe Finnerty

NEW diesel specifications will be mandated from November to help cure an industry-wide fuel problem, according to the AA.

In the past two winters, a series of car engines in northern England and Scotland have seized up with apparent blocked fuel filters.

We investigated the problem in Issue 1,360 after Hyundai owners got in touch about their cars losing power. In total, 14,845 cases on a range of cars from a variety of manufacturers were reported from September 2013 to April 2015.

We were told the Society of Motor Manufacturers and Traders (SMMT), fuel suppliers and Government were investigating a solution to the mystery problem. Now, all diesel produced, imported and sold in the UK will need to respect a filter blocking tendency (FBT) limit of 2.52. Until now, this figure was voluntary, but from November it'll be compulsory until March 2016 when it'll be reviewed.

AA president Edmund King said: "It's been a persistent problem for some during low temperatures. The problem has been hard to pin down, but caused difficulties for thousands of diesel car owners.

"The AA welcomes this apparent breakthrough and hopes it will crack this tough nut. This has caused inconvenience and repair costs that have made it difficult to decide who should pay."



DRIVING DOCTOR

Paul Ripley

www.drd.uk.com

@drpaulripley

■ HAVE you ever 'nodded off' behind the wheel? Have you driven when you can't stop your eyes from closing because of fatigue? If so, you're not alone. The important thing is NEVER to allow it to happen again.

The main signs of impending driver fatigue include delayed actions and reactions, late responses and decision making, speed variations, constant yawning, drifting between lanes and poor hazard perception.

'Sleep driving' also leads to loss of attention as drowsiness takes over. These elements point to the pending danger of falling asleep at the wheel.

Driving fatigued can be a killer and you must treat it as an emergency as it can be the difference between life and death. It's particularly dangerous because you're unable to judge your own level of tiredness and drivers often deny that they're falling asleep at the wheel.

There's no doubt driving long distances without 'self-induced' rest breaks is unsafe, so make sure you're fully rested before a long drive. The risk is simply enormous and the consequences are even worse. Never take this subject lightly. Remember: Stop, Refresh, Go... life is precious!

Useful Contacts

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

Legal

AA: 0906 010 1300 (p)
RAC: 0870 5533 533 (m)
Which?: 01992 822 800
Consumer Direct:
0845 404 0506
Local Trading Standards
Local Citizens Advice Bureau

Used car inspections

AA: 0800 085 3007

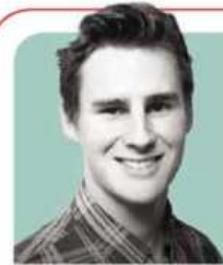
RAC: 0800 085 2529

Technical advice

AA: 0870 606 1619 (m)

Driving licences

Dvla: 0300 790 6801



Inbox What do you think?

Contact **Martin Saarinen**

[@AutoExpress](mailto:mail@autoexpress.co.uk)

Write to: Watchdog/Letters, Auto Express, Dennis Publishing, 30 Cleveland Street, London W1T 4JD

HOT TOPIC New Shogun Sport

FROM: Mark Robertson THE design team at Mitsubishi has really lost its way of late. The new Shogun Sport looks nowhere near as good as the first one. The same can be said of the designers at Honda, Toyota and Mazda. Japanese car design is falling behind European standards.

FROM: Ghost THIS is also sold in Australia as the Challenger – a name Mitsubishi used in Japan for some of its SUVs in previous years. A few of the UK imports also used the Challenger name back in 1998 before changing to Shogun Sport. The new one looks good, though.



NEW LOOK
Pajero Sport hints at look of new Shogun Sport that could be coming to UK showrooms

Join the debate at www.autoexpress.co.uk

■ "The back end is ugly, but the rest of the car looks quite smart. I think there's always a market in the UK for a tough 4x4." **Will86**

■ "It looks odd, but perhaps it will be an acquired taste. I may end up liking it once I see one in real life." **Leon Botha**

■ "I had a lot of admiration for the original Shogun Sport. It looked brilliant, but I think the new one should stay in the garage." **Joe Elias**

Excise duty pays for keeping track of cars

FROM: Tony Cater IN Issue 1,381, your columnist suggested the idea of axing the new VED bands and transferring the cost to fuel duty instead. I disagree. Vehicles need to be registered and it costs money to keep records, so there should be a charge regardless of emissions.

Driving lessons are worth the rise in price

FROM: David Guyon AS a driving instructor, I don't think the costs of tuition are 'spiralling' as you claim in Issue 1,381. They've risen, but given that we offer a personal door-to-door service, receive no sick, holiday or pension pay, and work unsociable hours, what you get for your money is actually pretty good.

Tyre makers should advise on best care

FROM: Rod Palmer AFTER just 8,592 miles, the tyres on my Mercedes E350 started to crack on the outer edges of the tread. Bridgestone says I used the wrong tyre cleaner – something mentioned in Issue 1,378. Why do tyre manufacturers not advise buyers on what products to use?

Insurance is pricing out young drivers

FROM: Darren Ledward MY daughter's car insurance included a 5,000-mile annual limit and a telematics box. In just five months, she's covered nearly 5,000 miles, and we just received a letter asking for £3,829 to cover the expected extra mileage. This is insane. How are young drivers meant to deal with this?



Tackling the motoring issues that matter



Geely

FOUNDED in 1986 as a refrigerator maker, Geely is among a handful of Chinese manufacturers without ties to the Chinese state. It bought Volvo from Ford in 2010, then took over The London Taxi Company in 2012, restarting production of the legendary London black cab. Geely planned to enter the UK market after its Emgrand EC7 earned four stars in a 2011 Euro NCAP crash test, but has yet to take the plunge.

Judging by its progress at home over the past 12 months, though, we shouldn't have to wait too long. The impressive GC9 flagship (right), unveiled last November, was created by Volvo's former head of design and starts at just £12,400.



Chances of reaching the UK: ★★★★☆

Chinese brands are on the up, and we rate the chances of their cars reaching the UK market

CHINA ON THE MARCH

BIG SELLERS IN THE EAST HEADING WEST?

AF Matt Gashier

THE UK car industry is booming, but we're not alone. So, too, is the Chinese market, as manufacturers pump out improving cars on a giant scale. But will they ever make it to these shores? We take a look at 10 top Chinese brands and their chances of coming to Europe and the UK. Plus, we show that even if they're not making cars directly for Britain, they're having plenty of influence on what we drive.

Baojun



BUILDING on the success of Wuling (Page 26), SAIC-GM created this new passenger car brand in 2010 aimed at third and fourth-tier Chinese cities. Questions were raised about its viability until last year, when the Baojun 730 MPV – an upscale version of the Wuling Hongguang – became China's most successful passenger car launch ever.

It sold 100,000 units in just over four months and is approaching 300,000 within a year. Baojun is now shifting its focus to the launch of its first SUV, the 560 (left), a sure-fire blockbuster starting at £8,000.

Chances of reaching the UK:
★★★★★



BYD

BYD (Build Your Dreams) is backed by US billionaire Warren Buffett and has produced cars since 2003. The company started out as a rechargeable battery factory in 1995, but now aims to lead the new energy vehicle market. It already offers electric public transportation in 35 countries and 100 cities (including London) in the form of e6 hatchback taxis and electric buses.

While already present in the UK, BYD hasn't yet made its models available to private buyers here. The Qin (left) will be the most popular EV in China, with over 30,000 sales this year – more than the Tesla Model S in the US.

Chances of reaching the UK: ★★★★★



Dongfeng



FOUNDED in 1969 by the Chinese state in a far inland location to protect it from potential foreign invasion, Dongfeng was only China's second car manufacturer – originally and aptly known as Second Automobile Works. A heavy truck specialist, the brand has recently entered the passenger car class, notably offering an intimidating copy of the original Humvee.

Dongfeng has more production joint ventures with foreign companies than any other Chinese brand, including with Peugeot, Citroen, Renault, Honda, Kia, Nissan, Infiniti and Luxgen. These are partnerships that could one day become ownerships; plus, it owns 14 per cent of PSA Peugeot-Citroen.

Chances of reaching the UK: ★★★★★



GAC Trumpchi

IN 2010, GAC Group created the Trumpchi brand, which has since made itself noticed at various motor shows for its modern car designs in a rather conservative Chinese environment.

And when the GA8 flagship (left) was unveiled at April's Shanghai Motor Show, GAC Trumpchi became the first-ever Chinese brand to star in a Hollywood movie, landing a product placement deal with Transformers: Age of Extinction.

It's also one of the most ambitious manufacturers in China, having announced its plan to launch the all-new GS4 SUV in the US by 2017.



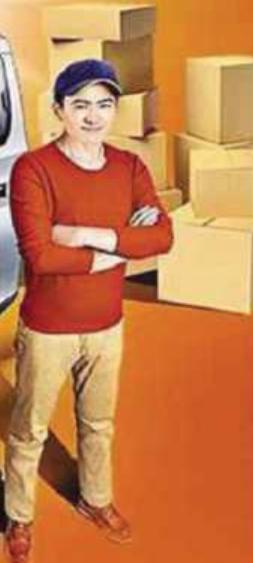
Chances of reaching the UK: ★★★★★

Inside story

Wuling

FRUIT of a joint venture between SAIC Motor and General Motors, Wuling is the brand of choice for the Chinese. In 2014, 1.4 million of its cars – essentially microvans and minivans for dual private and commercial use – found new homes in the country. Mazda sold a similar number of cars worldwide.

The Wuling Hongguang MPV (right) was the most popular vehicle in the whole of China last year, with 750,000 sales. Plus, it's sold as the Chevrolet Enjoy in other emerging markets, such as India. Wuling is planning a factory in Indonesia, where labour costs are four times lower than in China.



Chances of reaching the UK: ★★★★☆

Haval

IN 2013, Great Wall Motors spun off its Haval SUV range into a standalone brand. Haval sales rocketed by 81 per cent to 311,212 in the first half of 2015 in China.

The overseas expansion has already begun, as Haval is now present in Chile, Russia, Azerbaijan and Georgia, with plans to add Australia and South Africa by 2016.



Chances of reaching the UK: ★★★★☆



Chang'an

CHANG'AN is involved in partnerships with Ford, Mazda and PSA Peugeot-Citroen – the latter to build DS models.

A light commercial vehicle specialist, Chang'an has managed a smooth switch towards passenger cars, and its Eado is currently the second best-selling domestic sedan in China. The main reason for the brand's sales boom, however, is the success of its SUVs, the CS35 and CS75 (left), with combined monthly sales of around 30,000.



Chances of reaching the UK: ★★★★☆

Hongqi

CHINESE for red flag, Hongqi is the official limousine supplier of China's president, the only prestige brand in the country and still extremely exclusive.

All models are crowned with a red diamond-shaped emblem on the bonnet, while the LS5 (below) features Chinese motifs on both sets of lights. Like a stirring behemoth, Hongqi is slowly realising its potential, and put in the right hands could soon become synonymous with Chinese sophistication. Will kids around the world one day be dreaming of Hongqi instead of Rolls-Royce? Only time will tell.



Chances of reaching UK:
★★★☆☆



Roewe

SAIC Motor acquired technology from MG Rover in 2006, but was unable to purchase the rights to the Rover brand – owned by Tata Motors. Instead, a transliteration, Roewe (pronounced loewe – lion), is used.

While MG caters for the Chinese youth, Roewe is aimed at an older, more affluent audience with a more conventional, expensive range, albeit cheap by Western standards.

SAIC rebrands all Roewe models as MG for export markets, so while we'll likely see it reach our shores and even produce cars in Longbridge, there's little chance the Roewe brand will be introduced.



Chances of reaching UK (as MG): ★★★★☆

Joint ventures in China

TO gain the right to manufacture locally – and unlock the Chinese market – foreign makers must engage in a joint venture with a local brand. However, this rule hasn't been successful in its aim to transfer technology towards Chinese manufacturers, so it could well be loosened.

1. FAW-Volkswagen

THIS alliance between China's first-ever car brand, First Automobile Works, and VW was founded in 1991 and is owned at 60 per cent by FAW, 20 per cent by VW AG, 10 per cent by Audi and 10 per cent by VW Invest (China). It is the German firm's second joint venture in China after one with SAIC Motor.

2. Shanghai-GM

GENERAL Motors and SAIC Motor's venture was created in 1997, and is split 50:50. It assembles Chevrolets and Buicks. Shanghai-GM recently announced a \$5billion programme to co-develop a new range of small cars to be sold in China, Brazil, India, Mexico and other emerging markets.

3. Chang'an-Ford

ESTABLISHED in 2001, Chang'an-Ford is the American brand's main joint venture in China, building and selling the likes of the Fiesta, Focus and Mondeo. Almost 15 years after its discontinuation in Europe, the Escort nameplate was revived exclusively for China in 2014.

4. Chery-Jaguar Land Rover

SINCE 2012, JLR has been in a 50:50 joint venture with Chery, which produces some of the cheapest cars in the world – such as the £3,900 QQ. Is it a mismatch? Well, the arrival of a locally assembled Range Rover Evoque in China earlier this year has been met with a 23 per cent drop in sales for JLR.

5. Dongfeng-Renault

RENAULT was the only maker not to have any production facilities in China up until this year, when it finalised a joint venture with Dongfeng to start assembling the Kadjar SUV in 2016. PSA Peugeot-Citroen also operates a deal with the state-owned Chinese brand.

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Porsche 911 GT3 RS

FIRST DRIVE Our verdict as latest race car for the road wings in



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AE MOTORSPORT has always been an integral part of the Porsche brand. By testing out technology on track, many racing innovations have trickled down to its road cars. This is the latest and greatest of the breed to benefit from a host of trick features.

The first thing you'll notice about the 991-generation 911 GT3 RS is the imposing aerokit, comprising a jutting front splitter, gaping vents over the front wheelarches, deeper rear bumper with dual central-exit exhausts and a massive wing. It delivers 80 per cent of the downforce of the full-on GT3 R race car, and with a carbon fibre bonnet and wings, a magnesium roof and polycarbonate rear windows and screen, it's also light, weighing in at just 1,420kg.

Pumping out 495bhp and 460Nm of torque, the 4.0-litre flat-six is 25bhp and 20Nm up on the regular GT3. The extra

capacity means a slightly lower rev limit of 8,800rpm here, but it's still an incredible feat of engineering for such a big unit. When rival manufacturers like Ferrari and McLaren are opting for turbos to cut CO₂ emissions and boost power, Porsche's engineers have resolutely stuck to their guns for the most hardcore model in the range.

It's all the better for it, too. If you wring the motor out to the red line, the spine-tingling howl is addictive. With lots of torque on offer, it's also incredibly flexible. Short-shift using the snappy and smooth seven-speed PDK dual-clutch gearbox (like the regular GT3, there's no manual option) and you can still make rapid progress, thanks to the almost imperceptible changes.

Keep your foot to the floor and, with launch control, the RS will officially sprint from 0-62mph in 3.3 seconds, romping on to a top speed of 193mph. Acceleration is savage, and our test car was fitted with huge £6,248 optional PCCB carbon ceramic

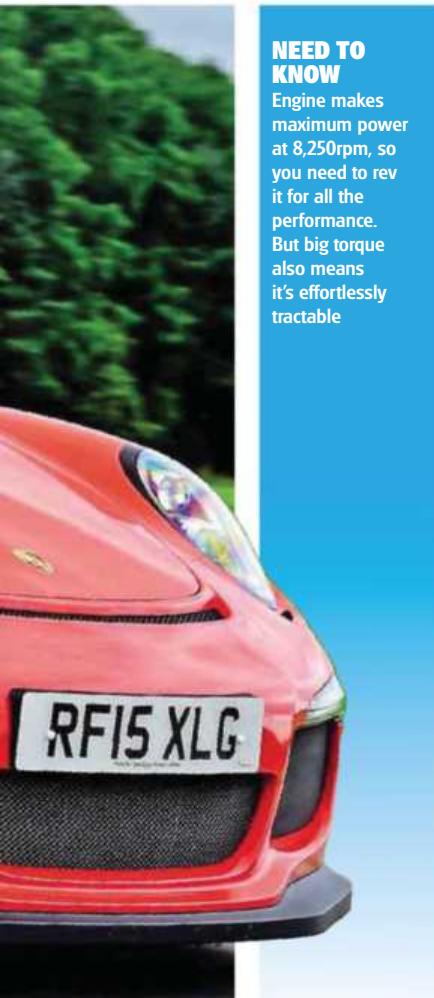
brakes that served up massive stopping power and lovely feel time after time, so the way it slows matches the way it goes.

The 911's rear-engined layout means there's massive traction off the line and huge grip in corners. You have to be quick and precise with your inputs to extract the most from the GT3, but, with a balanced and communicative chassis and detailed steering feedback, the car always relays clear messages back to the driver.

It's up to you to do the rest, but get it right and the rewards are huge. Wider tracks front and rear mean the 911's low nose darts into corners, and you can feel the G-forces building with

Optional carbon ceramic brakes fitted to our test car provide immense stopping power and feel





NEED TO KNOW

Engine makes maximum power at 8,250rpm, so you need to rev it for all the performance. But big torque also means it's effortlessly tractable

Essentials

Porsche 911 GT3 RS

Price: £131,296
Engine: 4.0-litre flat-six
Power/torque: 495bhp/460Nm
Transmission: Seven-speed PDK dual-clutch automatic, rear-wheel drive
0-62mph: 3.3 seconds
Top speed: 193mph
Economy: 22.2mpg
CO₂: 296g/km

ON SALE Now



Pete Gibson

PRACTICALITY With a half roll cage and no back seats, the RS isn't the most practical performance car. But there is room to store bags in the back and a 125-litre boot gives decent usability

EQUIPMENT Porsche is known for expensive extras, but this stripped out road racer doesn't need many options. Sat-nav, ceramic brakes and Sport chrono pack would be our choice picks



Bucket seats from 918 supercar are comfortable on long journeys. Dual-clutch seven-speed PDK gearbox is snappy and smooth



your confidence as you learn how the car behaves. It's thanks in part to the steering, as this is the best electrically assisted set-up in any 991 model Porsche yet. Twinned with an adjustability you can enjoy even at normal speeds, it's visceral, incredible fun. This is expected of a car to emerge from Porsche's

RS department, but what isn't is just how usable the GT3 RS is on a daily basis. The last RS was uncompromising, with a firm ride, but while this new car is just as hardcore, the suspension is compliant and, in the softer of the adaptive dampers' two settings, no harsher over bumps than our 2015 Performance Car of the Year, the 911 GTS.

Of course, stiffen it up in Sport mode and it feels every inch a refugee racer. Big tyres cause a touch of roar at motorway speeds, and less sound deadening means you'll hear every stone ping off the car's underside. But it's still very civilised on long journeys, with the fixed carbon fibre bucket seats offering plenty of comfort.

Sat-nav is worth the £2,141 extra, while this car's £1,805 Lava Orange paint and £393 black wheels do the eye-popping styling justice. The only compromise you'll have to make is at the pumps. A 64-litre fuel tank and quoted efficiency of 22.2mpg mean the 911's cruising range isn't far.



Auto Express Verdict

At £131,296, you could never call the 911 GT3 RS cheap, but at half the price of rivals like the McLaren 675 LT, the Porsche looks like strong value in comparison. Regardless of price, it's one of the most involving, immersive ways of going quickly. Driving enthusiasts and track day fans will relish the RS's breadth of talent. This is one of the finest Porsches ever.



"This is the best electrically assisted steering in any 991 model Porsche yet"

Essentials

Jaguar XF S 3.0 TDV6

Price: £49,995
Engine: 3.0-litre V6 diesel
Power: 294bhp
Torque: 700Nm
Transmission: Eight-speed automatic, rear-wheel drive
0-60mph: 5.8 seconds
Top speed: 155mph
Economy: 51.4mpg
CO₂: 144g/km

ON SALE Now



PRACTICALITY Inside, the XF offers plenty of head and legroom and is easily a match for cars like the Audi A6 and Mercedes E-Class. Behind the rear seats you'll find a class-leading 540-litre boot



EQUIPMENT The 3.0-litre diesel engine is only available in range-topping S trim, with a bodykit, bigger alloys and red brake calipers as standard. The LED headlights on our Portfolio car are a £1,225 option



Plush interior benefits from a hike in build quality, yet Jag's InControl Touch system for the infotainment can't match BMW's iDrive



James Batchelor

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WHILE Jaguar's new XE is getting all the column inches and flashy TV adverts at the moment, the British brand knows the larger XF is where its reputation is at stake.

Why? Well, although the XE was always going to be a big step up from the X-Type, the new XF has to replace a car that arguably created the modern-day Jaguar. Improving a successful recipe is tricky – especially for a small company with big ambitions.

Don't expect a total rework, though. Behind all the ceremony of the XE's launch, Jag's engineers have been quietly hard at work taking all the good things that made the XF successful and steadfastly tweaking them. The car improves in all the areas you'd expect: it's lighter thanks to new aluminium-intensive architecture shared with the XE, there's a wealth of new tech and safety kit, it's roomier and a range of new, more efficient engines also features.

Plus, the new XF allows Jaguar to attack the all-important fleet market in a way it has never done before – engaging in an all-out

war with the likes of the Mercedes E-Class, BMW 5 Series and Audi A6. In Issue 1,834, we got our first taste of the predicted best seller, and the model fleets are expected to lap up – the 104g/km 2.0d fitted with one of Jaguar's new Ingenium engines. It's a strong performer, but we came away from our drive thinking that it's the engine you'd buy with your head, not with your heart.

Knowing that fleet buyers aren't the be all and end all, the brand is also offering a tweaked version of the old XF's 3.0-litre V6 diesel, which will tickle not only the more well heeled company exec, but also the droves of private buyers Jag wants to appeal to. It's a familiar JLR engine, yet here in the XF (with 296bhp and a whopping 700Nm of torque), it's being viewed as one of two performance units on offer from launch.

With power and torque figures like that, it's hardly a surprising conclusion that the 3.0 TDV6 wears the S badge. From as little as 2,000rpm, the full 700Nm of torque kicks in – delivering 0-62mph in just 5.8 seconds. Push on, and the familiar Jag V6 growl appears, providing an aural pleasure the 2.0-litre lacks. The V6 diesel only comes



with a ZF eight-speed auto box, which fires through the gears. Pull on the paddle to change down, though, and it sometimes hesitates, yet it's admittedly a small niggle.

It won't break the bank to run, either, with 51.4mpg economy and CO₂ emissions of 144g/km slotting the XFS 3.0 TDV6 into the 26 per cent Benefit in Kind tax bracket. For comparison, the super-frugal hybrid Lexus GS 300h falls into the 17 per cent band and is exempt from the diesel surcharge.

The rest of the package is equally impressive, too. Jag has worked hard on making the XF top of the class for driver fun, and it easily rivals the 5 Series for handling prowess. The steering is weighty and crisp,



Jaguar

FIRST DRIVE

We loved



XF matches 5 Series for handling, with crisp, weighty steering



Jaguar XF S 3.0 TDV6

Performance

0-62mph/top speed
5.8 seconds/155mph



Running costs

51.4mpg (official)
£75 fill-up



the four-cylinder diesel exec, but what about the more powerful model?



while the double-wishbone suspension at the front and a new system called Integral Link at the rear give near-flawless ride quality.

We sampled the powerful diesel in super-posh Portfolio trim, but in the UK, it can only be ordered in sporty range-topping S trim – joining the other racy S with a thumping 3.0-litre supercharged V6 petrol engine from the F-Type. All S models get a unique bodykit, including bigger front grilles and a discreet boot lip spoiler. Trick Adaptive Dynamics are standard, too, as are two-tone, 19-inch rims and red brake calipers.

Behind the F-Type-style wheel is a nice place to be, too. It's roomy up front, but while the build quality is a welcome step up from the old car, it lags a little behind the A6 for perfection.

It's much the same case with the eight-inch infotainment screen (our car had the larger 10.2-inch system) that features Jag's InControl Touch set-up – you can't help but feel BMW's iDrive is a little bit slicker.



Auto Express Verdict

MOST people – especially cost-conscious company car drivers – will opt for the new 2.0-litre diesel XF because of its impressively low running costs. But for those who have a little more cash to splash and don't need to worry so much about spiralling fuel and tax bills, the 3.0-litre TDV6 is a brilliant addition to the range. It's just a shame that it only comes in flagship S trim and costs nearly £50,000. Still, if budget allows, you won't be disappointed with this top-spec diesel.





Range Rover Sport

FIRST DRIVE Updates for 2016 model year aim to ensure SUV remains the best driver's choice



Richard Ingram

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THE second-generation Range Rover Sport has been one of our favourite full-size SUVs ever since its launch in 2013. It's always set a high dynamic benchmark, while its interior quality and sheer desirability are hard to match in this fiercely fought sector.

Not content, Land Rover has applied a raft of mid-life updates, introducing a cleaner but more powerful diesel engine, updated infotainment system and some extra kit.

First up is the silky-smooth V6 diesel. It now produces 302bhp and 700Nm of torque – 14bhp and 100Nm up on the old engine – yet promises 2.7mpg better economy (to 40.4mpg) and a 14g/km drop in emissions (now 185g/km). But a new Audi Q7 (tested on Page 40) is more frugal still, with 47.9mpg and 153g/km.

Despite the jump in power, the Range Rover Sport is no faster from a standstill. Not that it really needed to be, as the

punchy six-cylinder model sprints from 0-60mph in 6.8 seconds – no mean feat for a 2.2-tonne SUV. Yes, the 4.4-litre V8 diesel and 5.0-litre Supercharged petrol are faster, but we'd question whether they're worth their significant price premiums.

On the road, the extra torque does help with overtaking, as the huge 700Nm slug comes in progressively from 1,500rpm. Plant your right foot at 50mph and the brilliant eight-speed auto shifts down a couple of cogs and propels you down the road. At town speeds, though, the engine isn't keen to respond while the turbo spools up, so the car never pins you back in your seat. Still, glance down at the dials and you'll be pleasantly surprised at how quickly you gain speed.

Yet it's when the road gets twisty that the Range Rover Sport really shines. This

has always been a fine handling SUV, and the updated model is no different. Our top-spec Autobiography Dynamic version features Land Rover's Adaptive Dynamics and Dynamic Response systems, which combine to make this bulky 4x4 handle like something half its size. The steering is sharp and direct, too, providing decent feedback through the leather-trimmed wheel.

It's surpassed only by Porsche's brilliant Cayenne and now (marginally) by the Q7, but the Range Rover Sport can still entertain on a fast cross-country drive. The high-quality interior makes this a glorious experience, too, with the supportive yet comfortable leather seats holding you in place on all but the most aggressive changes of direction.

The ride is another Range Rover plus point. While the 21-inch wheels on our

"It has a Jag-like waft on smoother surfaces – this car can cover big distances with minimal effort"



Essentials

Range Rover Sport
SDV6 Autobiography
Dynamic

Price: £77,850

Engine: 3.0-litre V6 turbo diesel

Power/torque: 302bhp/700Nm

Transmission: Eight-speed auto,
four-wheel drive

0-60mph: 6.8 seconds

Top speed: 138mph

Economy: 40.4mpg

CO₂: 185g/km

ON SALE Now



EQUIPMENT Sat-nav is standard on top-spec Autobiography Dynamic, as is DAB and Bluetooth. It also gets 21-inch alloys, 18-way power adjustable front seats and a fixed panoramic roof



PRACTICALITY As before, all Range Rover Sport models are available with seven seats. This is a £1,500 option, although they are electrically operated and rear row folds flat into boot floor

Auto
Express Verdict

WITH the arrival of the brilliant new Volvo XC90 and Audi Q7 in the past six months, the SUV market is harder fought than ever. These tweaks boost the two-tonne Range Rover Sport's appeal, but the dated infotainment system, high price and inferior running costs mean it's slowly slipping down the ranks. It's still a fine car to drive, and you'll certainly never tire of the exquisitely finished interior – yet in a competitive sector, the Sport isn't quite the polished package it once was against such fresh opposition.



Nathan Morgan



Performance

0-60mph/top speed
6.8 seconds/138mph

Running costs

40.4mpg (official)
£99 fill-up

Interior still has real sense of occasion, with supportive and comfortable seats

flagship Autobiography Dynamic do result in a little tyre roar at motorway speeds, they do an impressive job of soaking up lumps and bumps. They can send small shocks into the cabin over sharp expansion gaps, but on the whole it's very compliant. In fact, it has a Jaguar-like waft on smoother surfaces – meaning this is a car capable of covering big distances with minimal effort.

In terms of off-roading, the Sport remains as capable as ever. All cars now come with All Terrain Progress Control, as well as Auto Access Height that instinctively lowers the ride height when the engine is off to make entry and exit easier. It's a useful system, as it's quite a step up to get in.

Other updates to the Sport include a refreshed infotainment system that allows you to remotely lock and unlock your car

using a smartphone app. Unfortunately, it still uses the same rather archaic graphics and slow-to-react touchscreen – feeling really rather dated next to newer systems from Audi, Volvo and BMW. It's a frustrating chink in the Range Rover's otherwise blemish-free armour that is now in desperate need of updating.

Elsewhere, the Sport continues to impress. The leather and metals covering our car's dash were second to none, and the Montalcino Red finish (more maroon in the metal) makes it stand out further.

Also included in the update is a Gesture Tailgate – allowing owners to open the boot by waving their foot under the rear bumper. It's standard on all models from the basic HSE to the bonkers SVR, and rises to reveal the same 489-litre boot as before. Seven seats are a £1,500 option, with the rearmost row folding electrically into the boot floor when not in use. Drop the middle row flat, and you get a decent 1,761-litre capacity.

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Pete Gibson

Essentials

Volvo V40 T3 Geartronic SE Lux Nav

Price: £26,955
Engine: 1.5-litre 4 cyl turbo petrol
Power/torque: 150bhp/250Nm
Transmission: Six-speed automatic, front-wheel drive
0-62mph: 7.8 seconds
Top speed: 129mph
Economy: 51.4mpg
CO₂: 129g/km

ON SALE Now



Volvo V40 T3 auto

FIRST DRIVE New engine gives classy hatch an efficiency boost



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AF WHEN a car gets to the middle of its life cycle, it's time for a light facelift and overhaul – but that's not the case with the Volvo V40. The five-door hatch is the Swedish brand's best-selling car in the UK, and although it's now three years old, the design still looks as fresh as it did upon the car's 2012 launch. With that in mind, Volvo's sole focus for this 2016 model year update is on improving running costs.

Unlike other models, the V40 is now exclusively available with four-cylinder engines as part of the firm's downsizing master plan – out go throaty five-cylinders and in come fuel-efficient four-cylinder petrols and diesels. Plus, Volvo is saying goodbye to buying engines from other makers and investing in its own production. So, the V40 now gets a brand-new line-up of in-house-developed Drive-e engines.

Naturally, there's a range of diesels, with the basic 188bhp D2 emitting just 94g/km of CO₂, but we got behind the wheel of the mid-range T3 petrol. There's a 2.0-litre four-cylinder in the manual car or a 1.5 four-cylinder in the automatic, but both engines have identical 150bhp and 250Nm torque outputs, plus 0-62mph sprint times of 7.8 seconds. Still with us?

Get past the slightly odd similarities, and you're left with what is, essentially,

V40 looks good, is refined and handles well; auto shifts smoothly; cabin is upmarket



Running costs

51.4mpg (official)
 £73 fill-up



EQUIPMENT SE Lux Nav model comes with leather, 17-inch alloys and sat-nav, but options are pricey. Our test car cost an eye-watering £34,180



PRACTICALITY V40's 391-litre boot trumps Audi A3 and Mercedes A-Class on capacity, but it's shallower when the seats are folded, and offers 1,021 litres



Auto Express Verdict

THE second-generation V40 has always been a top choice in the premium hatchback market. With its distinctive looks and well made interior, it's become Volvo's best seller in the UK. Now three years old, the car gets a new range of diesel and petrol engines; but while this new 1.5-litre T3 petrol auto model is good, it's pricey against rivals like the Audi A3 and Mercedes A-Class – cars that offer a more premium feel and badge.





TT Roadster rides well and offers agile handling

Essentials

Audi TT Roadster 2.0 Ultra Sport

Price: £31,955

Engine: 2.0-litre 4cyl turbodiesel

Power: 181bhp

Transmission: Six-speed manual, front-wheel drive

0-62mph: 7.3 seconds

Top speed: 147mph

Economy: 65.7mpg

CO₂: 114g/km

ON SALE Now



TECHNOLOGY Audi's 12.3-inch Virtual Cockpit can be personalised using the excellent MMI controller positioned in between the seats. In-car WiFi hotspot is also available



PRACTICALITY As much as any two-seat roadster could be described as practical, the TT does a decent job with a wide yet shallow 280-litre boot



TRADITION Rollover hoops are on show for all to see and have become a TT design feature, while the cabin remains the best in the class for quality and adds a real sense of occasion

Verdict

THIS is another superb Ultra model from Audi, in a range that probably doesn't need the help of a super-frugal version. However, you can't deny the appeal of the low entry price, the cheap tax bills and the high economy figures. That doesn't come at the expense of the drive, either – this TT is still huge fun and rewarding, making the petrol quattro versions seem a bit of an extravagance, if still tempting.



Audi TT Roadster Ultra

FIRST DRIVE Diesel model proves you can have your fun and 65mpg



Steve Fowler
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AF ASSUMING you've got your head around the concept of an open-top car that's diesel powered – and there's no reason why you shouldn't – the latest Audi TT Roadster is a good shout as the pick of the range. Or, at least, the easiest to justify.

What's not to like? Thanks to its 0-62mph sprint time of 7.3 seconds – which, incidentally, is the same as the original 1.8-litre turbo petrol TT's – and claimed 65.7mpg economy, smug is a word that springs to mind to describe your feelings if you take the plunge and order one.

This is one beautiful roadster, too. The lines have been sharpened up, making the previous editions look a little dumpy, but it's still unmistakably a TT, with plenty of the classic design cues. The chrome rollover hoops still protrude uncomfortably – as they've always done – and the interior remains the nicest, best built in the class.

We'll come back to the cabin in a bit, but it's how this latest TT drives that's impressed us so much. There's a little more weight over the nose with a diesel engine, the note of which isn't especially sweet, and you get only two-wheel drive rather than the full quattro treatment. But it's still eager to turn into a corner, while a prod of the right foot brings the benefits of a tasty 380Nm of torque as you swing through the exit. Until the weather turns really horrible, you'll rarely be wishing for four-wheel drive, as the grip is that impressive.

There's a delicacy to the steering that's quite unusual in an Audi, too. It's not as tactile as a Porsche Boxster's, but can



Cabin is still the best in class for style and tech

still make those who are less skilled behind the wheel feel like they're hero drivers.

There's only a manual gearbox, and it's a bit of a stretch across the gate, but it won't leave you frustrated – gears are selected easily with no obstruction. Also new for Audi

enthusiasts is a reasonably comfortable ride – especially on our Sport model rather than the more expensive S line trim.

Build quality is sensational. The multi-layer fabric roof will make you think you're in the coupé, while it'll go up and down in a helpful 10 seconds flat – ideal in the UK.

It's comfy as well as cosy inside, while Audi's 12.3-inch Virtual Cockpit dash display is the highlight of the hi-tech cabin – although we're not convinced it's easier to use on the move than two screens.

Plus, the numbers add up well. The TT Ultra is frugal; it's the cheapest way into TT Roadster ownership and its low CO₂ emissions save on road tax.

Sharper lines give TT a leaner look, mixed with traditional cues



NEW PEUGEOT 208 RE-ENERGISED



New Peugeot 208 Allure with introductory offer:^{*}
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Presented by engine technology international magazine

1-litre to 1.4-litre
PSA Peugeot Citroën
1.2-litre three-cylinder turbo



PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in MPG (l/100km) and CO₂ emissions (g/km) for the New 208 Range are: Urban 40.4 – 78.5 (7.0 – 3.6), Extra Urban 61.4 – 104.6 (4.6 – 2.7), Combined 52.3 – 94.2 (5.4 – 3.0) and CO₂ 125 – 79 (g/km).

MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions. Image shown for illustration purposes only. Model shown is a 208 Hatchback 1.2 PureTech 82 5 door Allure with 16" Titane Gloss Black Alloys, with metallic paint, Cielo Panoramic Glass Roof and Menthol White exterior personalisation pack at £15,940. *This offer is applicable to retail sales only and not on fleet or business purchases. This offer is in addition to any other consumer offers available at the current time on New 208 Allure models and is available on orders placed 1st June – 30th September 2015. No cash alternative is available. Contact your local Peugeot Dealer to redeem this offer. Prices and information correct at time of going to press. Visit peugeot.co.uk for full terms and conditions. Peugeot Motor Company PLC reserve the right to withdraw or amend this offer at any time.

NEW PEUGEOT 208

MOTION & EMOTION



PEUGEOT



Dacia Sandero Laureate Prime

 **Lawrence Allan**
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@LobAllan

4C DACIA is marking the 10th anniversary of its European rebirth this year with special Laureate Prime editions of its three models. We tried the smallest of the trio – the Sandero – which, in entry-level Access spec, is Britain's cheapest new car.

Even in regular top-spec Laureate trim, the car comes in at well under £9,000 and offers kit that no supermini (and most city cars) at this price can beat. Electric windows, climate control, cruise control and a leather steering wheel are all standard, while paying £500 more for this Laureate Prime edition gets you blue cabin highlights on the seats, seatbelts and doors, as well as Cosmos blue metallic paint and silver door mirrors.

The cosmetic additions don't add much to the Sandero, but Prime spec also brings a seven-inch Media Nav touchscreen sat-nav and infotainment system – normally £300 alone on standard Laureate models. It's packed with features, easy to use and suits the Sandero's simple dash layout nicely.

The problem is, no amount of tech and colour add-ons can disguise the fact that this is a budget car, with rough plastics, dated switchgear and cheap-feeling touch points. At least there's decent space in the rear and a 320-litre boot that expands to 1,200 litres with the seats folded.

Our 900cc TCe turbo petrol model is the pick of the line-up, with enough mid-range punch for overtaking. Fuel economy is adequate enough, and it's quite a refined engine, too. It's a shame, then, that the lack of soundproofing means there's lots of wind and road noise.

The Sandero isn't a driver's car, either. The steering is vague, the gearbox is sluggish and there's plenty of body roll. The soft set-up does absorb potholes and bumps nicely, though.



Cabin is very basic, yet it features useful kit, including nav



Dacia Sandero Laureate Prime

Price: £9,295

Engine: 900cc 3cyl petrol

Power/torque: 89bhp/135Nm

Transmission: Five-speed manual, front-wheel drive

0-62mph: 11.1 seconds

Top speed: 109mph

Economy: 54mpg

CO₂: 116g/km

ON SALE Now

NEED TO KNOW
Laureate Prime is available across the Dacia range, commanding a premium of £500 over the standard Laureate versions



Verdict

THE Sandero remains a lot of car for the money, even in this new top-spec trim. It's practical, sensibly laid out and surprisingly comfortable inside, too. But it's starting to feel old now, and the Laureate Prime edition inflates the price more than necessary. Still, there's no escaping its budget intentions, and the mid-spec Ambiance trim makes plenty of sense.



Coming soon



RENAULT ALPINE 2016

ALPINE will return next year with a new two-seat coupé. It'll be the first of a range of new models from reborn brand.

SUPERMINIS			
Fiat 500	2020	Porsche 961	2017
Ford Ka	2016	Porsche Pajun	2018
Ford Fiesta	2017	Renault Alpine	2016
Kia Rio	2018	Toyota FT-1 (Supra)	2017
Renault Twingo GT	late 2015	TWR sports car	2017
Renault 5	late 2017	VW Golf GTI Clubsport	2016
SEAT Ibiza	2017	VW Scirocco GTS	2016
Smart ForTwo Brabus	mid 2016		
Suzuki Swift	2017		
Suzuki Baleno	2016		
Volkswagen Polo	2017		
FAMILY CARS			
Alfa Romeo Giulia	late 2015	Alfa Romeo SUV	2017
Alfa Romeo Giulia Estate	late 2015	Aston Martin DBX	2019
Audi A3 three-cylinder	late 2015	Audi Q1	2016
Audi A4	late 2015	Audi Q5	2016
BMW 3 Series Plug-in	mid 2016	Audi Q6	2018
BMW i5	2016	Audi Q8	2020
Honda Civic	2017	Audi RS Q1	late 2016
Honda FCEV	mid 2015	Bentley Bentayga	2016
Infiniti Q30	October	BMW 1 Series Sport Cross	2017
Kia Optima facelift	late 2015	BMW X1	October
Kia Sportage	2016	BMW X2	2017
Jaguar XE Sportbrake	2016	BMW X3	2016
Mazda large SUV	2017	BMW X7	2018
MG5	2020	Citroen Grand Cactus	2017
MINI Clubman	late 2015	Dacia Duster facelift	2016
MINI Countryman	early 2016	Ford Edge	late 2015
Nissan Leaf	mid 2016	Infiniti QX30	mid 2016
Porsche Panamera	2016	Jaguar F-Pace	2016
Porsche Panamera estate	2017	Jaguar 'Baby' F-Pace	2018
Renault Mégane	mid 2016	Kia Niro	2018
Subaru Levorg	late 2015	Lamborghini Urus	2018
Tesla Model III	2016	Land Rover Defender	2018
Toyota Prius	late 2015	Lexus RX	late 2015
Toyota Mirai	late 2015	Maserati Levante	2016
Vauxhall Astra	late 2015	Mercedes AMG GT four-door	2017
VW Beetle Dune	late 2015	Mercedes GLC Coupé	early 2016
VW Golf CC	2016	Mercedes GLS	early 2016
VW Passat Alltrack	summer	MG GS	2016
SPORTS CARS		Peugeot Quartz	2016
Abarth 124 Spider	2017	Porsche Cayenne Coupé	2017
Abarth 500X	2017	Porsche Macan Turbo S	late 2015
Alfa 4C Stradale	late 2015	Porsche Macan GTS	late 2015
Alfa 6C	2016	Porsche Panamera	2016
Aston Martin DB9	late 2016	Qoros 2 SUV	2016
Aston Martin V8 Vantage	early 2016	Qoros 3 City SUV	2016
Audi A5	spring 2016	Renault Kwid	2016
Audi A9	2018	Renault seven-seat SUV	2016
Audi R4	2016	Rolls-Royce SUV	late 2016
Audi R8	autumn	SEAT SUV	2016
Audi TT RS	2016	Skoda Yeti+2	2016
Audi TT Sportback	2016	Suzuki iM-4	2018
Audi TT Sport Quattro	2016	Tesla Model X	late 2015
BMW M1	2016	Toyota C-HR	2017
BMW M2	late 2015	Volkswagen Taigun	2016
BMW M4 GTS	2016	Volkswagen Tiguan	2016
Caterham sports car	2016	Volkswagen T-ROC	2016
Ferrari F12 Speciale	2016	Volvo XC40	2018
Ford GT	2016	Volvo XC60	2017
Ford Focus RS	2016		
Honda CR-Z	2017		
Honda NSX	late 2015		
Honda NSX Type R	2017		
Infiniti Q60	2016		
Jaguar XE SVR	early 2016		
Kia GT4 Stinger	2016		
Lamborghini Asterion LP910-4	2017		
Lamborghini Huracán Superleggera	2016		
Lexus GS F	late 2015		
Lexus RC	late 2015		
Lexus LF-LC	2016		
Maserati Alfieri	2016		
Maserati GranTurismo	late 2017		
McLaren 570S	late 2015		
McLaren 540C	2016		
Mercedes C-Class Coupé	2016		
Mercedes C 450 AMG Sport	2016		
Mercedes C63 AMG Coupe	2016		
MG TF replacement	2020		
Nissan Pulsar Nismo	late 2015		
Peugeot 308 R	late 2015		
Peugeot 408 GT	2018		
Porsche 911 facelift	late 2015		
PEOPLE MOVERS			
Mercedes R-Class	2016		
VW Touran	November		
VW Transporter	late 2015		
CABRIOLETS			
Audi R8 Spyder	2016		
Fiat 124 Spider	summer 2016		
Jaguar F-Type SVR	late 2015		
Jaguar XE Convertible	2016		
Lamborghini Huracán Spyder	2016		
Mercedes C-Class Cabriolet	late 2015		
Mercedes S-Class Cabriolet	late 2015		
MINI Convertible	2016		
Range Rover Evoque Cabriolet	2016		
Rolls-Royce Dawn	2016		
VW Beetle Dune cabriolet	late 2015		
LUXURY CARS			
Audi A8	2017		
BMW 5 Series	2016		
BMW 7 Series	late 2015		
Cadillac ELR	late 2015		
Infiniti Q80	2020		
Lexus GS	2016		
Mercedes E-Class	2016		
Mercedes S-Class	2016		
Rolls-Royce Phantom	2017		
VW Phaeton	late 2016		
Porsche 911 S90	2016		



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Official Government Fuel Consumption Figures (litres per 100km/MPG) and CO₂ emissions (g/km). Highest: DS 3 Ultra Prestige THP 165 S&S 6-Speed manual: Urban 7.1/39.8, Extra Urban 4.6/61.4, Combined 5.6/50.4, 129 g/km CO₂. Lowest: DS 3 DStyle BlueHDI 100 S&S manual: Urban 3.8/74.3, Extra Urban 3.2/88.3, Combined 3.4/83.1, 87 g/km CO₂. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.



Tough at the top

Can Audi's new Q7 depose leading SUVs from Volvo and Land Rover in its first test?

AE IF you're after a seven-seater with more luxury than a conventional MPV, the potential pool of cars to pick from is growing.

There's no let-up when it comes to new premium models hitting the market, and the latest model to join the ranks is the new Audi Q7, which is loaded with impressive gadgets and a sumptuous interior. But it also boasts some incredible technology underneath its sharply styled skin that means it stands a good chance of going straight to the top of its class.

However, first it'll have to beat our Car of the Year: the Volvo XC90. Life is tough at the

top, and the arrival of the new Q7 means the XC90 is facing its most difficult fight yet. But Volvo's seven-seat SUV represents a significant step forward for the brand and we already know it has what it takes to beat the best. So can it do it here?

We've also lined up the Land Rover Discovery. It might be long in the tooth now, having lost out to the XC90 in Issue 1,372, but the Discovery is looking to salvage its reputation before an all-new model arrives next year. Plus, with Land Rover's famed off-road ability, can it offer something its rivals can't match? Read on to find out.

Pictures: Pete Gibson
Location: Royal Air Force Museum, Cosford, Shropshire



LIVING WITH A...
KIA SOUL EV

Before electric car leaves fleet, we see how it suits long-distance commute.

LIVING WITH A...
CITROËN C4 CACTUS

Summer holiday allows distinctive family hatch to stretch its legs.

**Audi Q7 3.0 TDI S line**

Price: £53,835 **Engine:** 3.0-litre V6 turbodiesel, 268bhp
0-60mph: 6.3 seconds **Test economy:** 31.4mpg/6.9mpl
CO₂: 153g/km **Annual road tax:** £180

**Land Rover Discovery HSE**

Price: £54,500 **Engine:** 3.0-litre V6 turbodiesel, 252bhp
0-60mph: 8.4 seconds **Test economy:** 27.1mpg/6.0mpl
CO₂: 213g/km **Annual road tax:** £290

**Volvo XC90 D5 AWD Inscription**

Price: £50,185 **Engine:** 2.0-litre 4cyl turbodiesel, 221bhp
0-60mph: 8.0 seconds **Test economy:** 33.1mpg/7.3mpl
CO₂: 152g/km **Annual road tax:** £180



MODEL TESTED: Audi Q7 3.0 TDI quattro S line

PRICE: £53,835 ENGINE: 3.0-litre V6, 268bhp

AF IMPRESSIVE value and imposing looks mean the latest Audi Q7 is more appealing than ever – but is it good enough to knock the Volvo XC90 off the top spot in its class? Here we put the Q7 3.0 TDI S line through its paces.

Styling 4.1/5

AUDI has taken a new design approach with its latest models, and the Q7 follows the sporty TT coupé with its angular styling. On the rakish two-door, the sharp lines work well, but on this vast seven-seat SUV, opinion is divided on the line-laden looks.

However, the new design does help to reduce the Q7's visual bulk compared to its curvy, soft-edged predecessor. And underneath the skin, it's been on a weight loss programme. Compared to the old car, the newcomer is an incredible 325kg lighter – Audi says the body is key, with lightweight materials such as an aluminium bonnet, bootlid, wings and doors helping cut mass.

With a strong beltline running back from the LED headlights along the side of the car, there are hints of the old Audi Quattro's boxy wheelarches, while the more flowing roofline and silver roofbars give a modern look. At the front, the gigantic trapezoidal grille with its silver edging is a new Audi SUV trademark – it's flanked by the headlamp clusters, while their interesting running light design gives the Q7 a crisp, clean stance from the front. In profile, the car is a bit bland, as it's only when viewed from an angle that you get a sense of the creased and curved surfaces.

At the rear, the design is more understated, with big tail-lamps that mimic the shape of the headlights. The low rear bumper not only looks great thanks to the integrated rectangular twin tailpipes, but with no lip it helps practicality. There's also a button to raise and lower the £2,000 optional air-suspension to help when loading heavy items, while mounting the rear lights on the powered bootlid means you get a wide opening for luggage.

The Q7 has lots of premium kit. LED headlights, cruise and four-zone climate control, heated electric sports seats, Bluetooth, keyless go and sat-nav all come as standard. However, Audi's 12.3-inch Virtual Cockpit, which adds a screen in front of the driver, is a £600 option – with the ability to see the sat-nav map in widescreen, it's a hi-tech extra we'd recommend.

Still, at £53,835 the Q7 3.0 TDI S line represents strong value for money. Just keep an eye on the options, as costs can rise quickly – with features such as a full leather interior and 21-inch alloys at £1,100 each, plus a £500 reversing camera, some extra bits of trim inside and that adaptive air-suspension among other items, our test car came in at £63,025.

Driving 4.6/5

WHILE the XC90 has a four-cylinder diesel, the Q7 gets a 3.0-litre V6 TDI. With 268bhp and 600Nm of torque on tap (47bhp and 130Nm more than in the Volvo), performance is impressive for such a big car. During our tests the 2,060kg Audi sprinted from 0-60mph in 6.3 seconds – 1.7 seconds faster than the XC90 – while it was a full two seconds quicker accelerating through the gears from 30-70mph.

On the whole, the Audi's in-gear acceleration was much better, too; the exception was the 50-70mph test in eighth, due to longer ratios. As it weighs 70kg less than the XC90, the Q7 scores well for

Testers' notes

"The Audi is the only car in this trio to feature power-folding seats in row three. With buttons in the boot and behind the middle row, you can raise or lower the back seats independently, so it means you don't have to lean in and fiddle with levers every time you carry more than five occupants. This and other convenience details, like rear climate controls, mean the Q7 is great no matter where you sit."



James Disdale Road test editor

performance, but it's in corners where the gains are greater. The new underpinnings mean you can throw it around like a car half its size. Quick steering and lots of grip ensure the chassis can keep up.

Sporty S line-spec Audis on big wheels haven't always ridden that nicely, but set the air-suspension to comfort as part of the Drive Select function and the soft set-up sees the Q7 float serenely over bumps. Even the nastiest potholes don't upset the car too much and hardly ever transmit shocks through to the cabin. It's beautifully judged for urban driving and motorway cruising, where the engine's easily accessible, muscular torque output low down and strong refinement add to the relaxed experience.

This is a 4x4 you can drive incredibly quickly, too. Ramp things up to dynamic mode and the Q7 immediately feels more alert – it's never harsh, but the body control is tauter, which gives you more confidence to push the car harder. Permanent quattro four-wheel drive gives excellent traction, too. The steering isn't full of life, but there is some feel, and by flicking the smooth eight-speed auto box up and down with the steering wheel paddles, it's a surprising amount of fun to hustle this big SUV around.

Ownership 3.8/5

AUDI dropped one place to 13th overall in this year's Driver Power satisfaction survey, while a result of 25th for its dealer network is close to bottom of the table. However, the engine, gearbox and other tech have already proven themselves elsewhere in the range, so the new Q7 should be a reliable car to own.

It's the same when it comes to safety: while the car hasn't been crash tested by Euro NCAP yet, eight airbags, ESP, autonomous braking and Isofix mountings on both rows of rear seats all come as standard, plus there are options such as rear airbags.

Running costs 3.9/5

THE big drawback to the Audi is its low residual value. Our experts predict the Q7 will be worth 46.6 per cent of its original value after three years, which works out to £28,737 in depreciation – or £5,237 more than the Land Rover (56.9 per cent) and £6,104 more than the Volvo (54.9 per cent).

With more power than the XC90 it's still strong value for cash buyers, while options costs are on a par with its rivals here. CO₂ emissions of 153g/km mean a Benefit in Kind rate of 28 per cent, but due to the Audi's steeper list price, higher-rate business users will have to pay £409 more in tax per year.



Audi Q7





On the road

LATEST Q7 excels in corners, thanks to lighter body, as well as quick steering and plentiful grip. Trapezoidal grille is a new Audi design feature; there's plenty of storage inside, too



CO₂/tax
153g/km
£180 or 28%



Practicality
Boot (7/5/2 seats)
295/770/1,955 litres



Performance
0-60/30-70mph
6.3/5.9 seconds



Braking
70-0/60-0/30-0mph
48.6/35.6/9.1m



Running costs
31.4mpg (on test)
£97 fill-up



Sat-nav

VIRTUAL Cockpit is a pricey option at £600, but we think it's well worth it



Practicality 4.3/5

ALTHOUGH the Audi is the longest car of the three, it can't compete with the Volvo when it comes to boot space in five or seven-seat form, with 770 and 295 litres on offer respectively. If you're in the third row, it's not quite as comfortable as the XC90, either. There's a similar amount of room, but you sit low down with a relatively high floor pushing your feet up. However, you can tuck them under the seat in front.

There's a 12V socket in the boot, but no air vents in the rearmost row of seats, unlike the Volvo. Storage inside is great, with huge door bins that can each fit a large bottle of water with room for extra trinkets. There's a big cubby between the seat, two cup-holders, and an armrest in the back that features two more.

Testers' notes

"Our car was fitted with the £115 85-litre fuel tank. The standard size is 75 litres, but the larger tank adds an extra 69 miles of cruising range at 31.4mpg, so you'll only have to visit the pumps every 587 miles."



Dean Gibson Dep. road test editor

MODEL TESTED: Volvo XC90 D5 AWD Inscription

PRICE: £50,185 ENGINE: 2.0-litre 4cyl, 221bhp

AF WHEN we last tested the Volvo XC90, we pitched the entry-level Momentum trim level on standard suspension against the Land Rover Discovery. Here we test the top-spec £50,185 Inscription model with air-suspension to see if it's still the best car in its class.

Styling 4.3/5

THE XC90 marks a new era for Volvo when it comes to design. With standout styling cues – such as the 'Thor's Hammer' running lights, big radiator grille and 20-inch alloys – this car has plenty of visual presence and commands attention on the road. Unlike the old, and arguably bland, styling of past Volvos, the XC90 has a crisp, clean appearance, but there's a nice mix between these more obvious details and some more subtle design features.

Gently massaged wheelarches cover the big wheels, while cool treatment of the rear lights means the signature at night makes the XC90 instantly recognisable, thanks to Volvo's trademark tail-light kink. Inside, the fresh design is just as impressive as the outside, with high-quality materials and a level of technology that are only just edged by the new Q7 – it feels less Germanic and more warm and welcoming as a result, but with a similar amount of cabin space, it's difficult to split the two SUVs here. The final decision will come down to personal choice for most buyers.

The Volvo uses a digital gauge cluster in front of the driver that shows the sat-nav's map. It's not as wide or versatile as the Q7's Virtual Cockpit, but the XC90 turns the tables with its multimedia system. There's a 9.0-inch iPad-style tablet embedded in the centre of the dash that controls the radio, navigation, climate control and all of the car's other functions depending on what options are checked.

It's a slick piece of design and integration that works beautifully inside the high-quality interior, which means it's intuitive to use. You quickly become very comfortable with the system, but it does pick up fingerprints that can make the screen difficult to see in bright sunshine. Lots of equipment is built into the touchscreen tablet, so you get plenty of kit as standard, including sat-nav, heated seats, climate controls for the front, middle and rear rows, DAB and Bluetooth, LED headlights and parking sensors.

However, just like the Audi, it's easy to add pricey extras. Our car featured £14,665 worth of options, including Volvo's Winter Pack with head-up display (£1,175), Intellisafe Pro (£1,500), Family Pack (£275) and the Seven Seat Comfort Pack (£900). It also had the £2,000 Xenium pack, which brings a surround-view camera and automatic parking, as well as air-suspension at £2,150. A final, lavish option – a brilliant £3,000 Bowers & Wilkins sound system – took the total price of our model to £64,850.

Driving 4.0/5

GIVEN the XC90 is down on power and torque compared to the Q7, its performance is still strong. It may have been 1.7 seconds slower from 0-60mph, but the gap decreased in our in-gear tests. In everyday traffic this counts most – and with its torque available low down, the acceleration is adequate.

However, the big drawback is that you have to rev the engine hard to get the XC90 going, and the four-cylinder layout isn't as smooth or as quiet as the Q7's V6. Like the Audi and Land Rover it's also

Testers' notes

"Like the Q7, Euro NCAP hasn't put the XC90 through its paces yet. We'd expect both to get a full five-star rating, but it's the Volvo that boasts the more advanced safety tech. As standard, it features a world-first run off-road system that prepares the car for an impact if it senses you veering off the tarmac. It works by tightening the seatbelts to secure you in place, while an energy-absorbent material in the seats cushions the blow."



James Disdale Road test editor

equipped with an eight-speed auto box, but it can't match those for smooth-shifting ability, either. The chassis and steering also mean this car isn't quite as good to drive as the Q7. Optional air-suspension gave our XC90 a more composed ride than cars we've tested previously with the conventional set-up, but in Comfort mode there's still a firm edge to the ride where its rivals take bumps in their stride. You can sharpen the settings in Dynamic mode, which reduces body roll and controls the XC90's weight nicely, but it comes at the expense of ride comfort as the car thumps slightly over bad bumps.

However, driving the XC90 and Q7 highlight that the Discovery is a generation behind, and the Volvo's fast, accurate steering means you can place the big car precisely on the road. As a refined cruiser, the XC90 still excels, with impressive refinement and long-distance comfort. Its safety credentials were reinforced with a top performance in our brake tests, too.

Ownership 3.8/5

VOLVO'S dealer network slipped five places in our Driver Power 2015 satisfaction survey, to 22nd, so with the brand launching its new premium SUV in the UK this year, its customer service and aftercare need to improve to match the best in the business.

The company also finished 17th overall in our manufacturer ranking, and although much of the tech inside the XC90 is new, we've not heard of any failures with the electronics. Safety is a strong point of any Volvo, and the XC90 doesn't disappoint with seven airbags as standard, plus autonomous braking, which stops you turning in front of an oncoming car.

On top of this, our test model featured Volvo's Intellisafe Pro package. This adds adaptive cruise, lane keep assist, blind spot warning, cross traffic alert and queue assist, which means the car will drive semi-autonomously, keeping you in your lane in traffic at up to 30mph.

Running costs 4.2/5

THE XC90 is rated in insurance group 34 – seven groups lower than the Audi and eight less than the Land Rover – so it's the cheapest car to cover. We were quoted an annual premium of £784 for our sample driver, which is a £153 saving on the Q7, for example.

It's more efficient than the Audi on paper, too, and although this translates into savings for company car drivers, owners will still pay the same £180 for a year's road tax. The Discovery lags behind here, costing £290 per year. If you're a private buyer, the Volvo will also retain its value better than the Audi.



Volvo XC90





Stylish

XC90 takes Volvo styling to the next level, with eye-catching running lights and large grille. It suffers from a slightly firm ride, but it's still comfortable; handy clip keeps seatbelt out of way of items in the boot



CO₂/tax
152g/km
£180 or 28%



Practicality
Boot (7/5/2 seats)
451/1,102/1,951 litres



Performance
0-60/30-70mph
8.0/7.9 seconds



Braking
70-0/60-0/30-0mph
46.1/33.9/9.7m



Running costs
33.1mpg (on test)
£81 fill-up

0



Tablet

LARGE 9.0-inch tablet looks great, and controls the radio and sat-nav



Practicality 4.4/5

WITH all seven seats in place, the XC90 offers an amazing 451 litres of boot space, while its 1,102-litre load bay in five-seat form still eclipses the Q7, even if it can't beat the Discovery.

Although you have to fold the middle seats manually to get into the rear, the mechanism is the best here – the backs swing forward and the seats slide in one fluid movement, giving the easiest access to the third row. Like the Audi, all three middle seats move independently, and once you're in the very back there's a similar amount of room. However, with the XC90's stadium seating you're perched higher up, giving a better view and more comfort on longer journeys.

Testers' notes

"The Volvo has the most underfloor storage of our trio. That's because the Audi's stereo subwoofer is located under the boot floor, while the Land Rover's back seat folding mechanism means there's no hidden space."



Dean Gibson Dep. road test editor

MODEL TESTED: Land Rover Discovery HSE

PRICE: £54,500 ENGINE: 3.0-litre V6, 252bhp

AF FOR years, if you wanted seven-seat luxury and SUV style the Land Rover Discovery was the default choice. However, the tech that underpins the car is now starting to show its age. We test the £54,500 Discovery HSE model (although our pictures show an HSE Luxury) to see if the rugged appeal is still strong enough against its newer rivals.

Styling 3.8/5

THE Discovery's basic shape hasn't changed since the third-generation model was launched back in 2004. The car was facelifted in 2009 with some styling changes to keep the Discovery looking fresh, but this Mk4 version has still been around for a while. Although it's a handsome off-roader, compared to the cutting-edge design of the Q7 and XC90, it's starting to look a little fussy.

However, there are plenty of tough-looking styling details that hint at the Discovery's off-road potential, such as the chunky bumpers, silver highlighted grilles and raised ride height. The square, upright design and clamshell bonnet give the car an imposing look, while other trademark features like the headlights and large, dark-tinted rear windows draw a neat family resemblance to its predecessors.

Strong lines define the interior design, too, with a big, bold dash and upright centre console that houses controls for the off-road drive modes and multimedia system. But in a world of slick touchscreen tablets and widescreen displays, the Discovery's small screen and low-res graphics aren't up to scratch.

While the gloss-black touches, soft leather and high-quality materials mean there's plenty of luxury inside, there's no doubting it feels more utilitarian and robust, and ready to cope with whatever you can throw at it. But of course, this is a Land Rover, and for more than 25 years the Discovery has been going where other SUVs can't quite manage. The same is still true today.

Its off-road ability is helped by plenty of hi-tech kit, such as standard air-suspension and a selector for different driving modes, depending on what surface you're on. The HSE version boasts 20-inch alloys, a rear-view camera and parking sensors. It also gets heated front and middle seats, keyless entry and climate control, plus three individual glass panels in the roof, sat-nav, DAB and Bluetooth. But xenon lights come as standard and LED headlamps like those on the Volvo and Audi aren't available as an option.

Driving 4.0/5

LAND Rover's 3.0-litre turbodiesel V6 sits in between the XC90 and Q7 in terms of power. Pushing out 252bhp and the same muscular 600Nm of torque as the Audi, it's a brisk performer. But this pace is blunted by the fact the car weighs half a tonne more than the Q7, at 2,570kg. In our tests, the Disco sprinted from 0-60mph in 8.4 seconds, which was more than two seconds slower than the Audi. Yet the high torque output meant it was faster than the XC90 in-gear, even if it couldn't match the Q7's acceleration.

The refined power unit and silky gearbox show the Land Rover is still one of the most refined long-distance SUVs on sale, with a torquey engine that gives lots of overtaking performance and soft suspension that filters out nasty vibrations and harshness from ripples and scarred roads. However, this comfortable ride means the car struggles to control its heavy body through faster

Testers' notes

"Both the XC90 and Q7 get off-road modes that raise suspension up for extra ground clearance, but if you're thinking of venturing far off the tarmac, the Disco is most comprehensive. Thanks to differentials you can control independently, an around-view camera system to avoid obstacles and driving modes for different conditions – plus all-terrain tyres – the Land Rover can forge a path where the Audi or Volvo may be left floundering."



James Disdale Road test editor

corners. It lurches and rolls noticeably if you try and push it quicker than it wants to go through bends, so it's best to drive the Disco in a more relaxed manner. Do so and it's effortless, even though the slow steering and off-road tyres give a vague feeling from the front end, which means you have to wind on more steering lock than you think is necessary when you're sweeping through corners.

The benefit is that on the motorway there's plenty of stability, and despite the Discovery's broad sides, crosswinds don't affect its line when cruising. It also helps off-road, which is where the Land Rover trumps its competitors here. Different modes, selected via a dial by the gearlever, mean you can raise the air-suspension up, and factors such as a 700mm wading depth highlight its skill in the rough stuff, even if it can't match the Q7 or XC90 on the tarmac. If you want a seven-seater to do some more serious off-roading, this is still the default choice.

Ownership 3.1/5

ONLY three manufacturers finished lower in our Driver Power 2015 satisfaction survey than Land Rover – 29th place isn't what you might expect of a premium brand. Its dealer network came 24th, with customers reporting service which left a little to be desired. However, the Discovery has been on sale for so long that any bugs or glitches will have been ironed out by now, so it should prove reliable.

It's been a while since Euro NCAP crash tested the Land Rover, with the overall 2006 three-star rating relating to the old Discovery 3, not this latest model. Don't let that put you off, though, as the car boasts eight airbags, ESP and a sophisticated four-wheel-drive system for extra peace of mind. Unlike its rivals here, autonomous braking isn't offered.

Running costs 3.1/5

CARRYING such a big, bulky body means that the Discovery's fuel economy on test lagged behind the Audi and Volvo. We recorded 27.1mpg, which means owners will pay £2,290 per year in fuel, or an extra £313 compared to the Q7 at 31.4mpg and £415 more than the 33.1mpg XC90. Much higher CO₂ emissions of 213g/km also mean it'll be more expensive to tax.

The Discovery loses more ground when it comes to servicing, costing £699 for five years. Although the Q7's prices look expensive, they could cover up to six years of maintenance, due to the Audi's variable service intervals, so they're actually decent value for money compared to the Land Rover's. The Volvo's £300 three-year package is by far the best, however.



Land Rover



Practicality 4.7/5

WITH all seven seats in place, the Discovery's 172-litre boot is a lot smaller than the Volvo's. In five-seat form, however, the luggage compartment is cavernous, offering 1,260 litres of room; it'll expand to 2,558 litres in total, which is well ahead of its rivals.

However, more important here is space in the back and the practicality of getting in and out. The Land Rover is roomy inside, but heavy middle seats and a clumsy folding mechanism mean access isn't the easiest if you're going in the third row. A split tailgate makes it harder to raise or lower seats from the outside, too. But storage is the best with features like a twin glovebox.



Discovery



Interior

PRACTICALITY is Discovery's strong point, with 2,558 litres of maximum capacity on offer; interior materials are top quality, but do feel utilitarian; back seats are bit hard to get out of



CO₂/tax

213g/km
£290 or 37%



Practicality

Boot (7/5/2 seats)
172/1,260/2,558 litres



Performance

0-60/30-70mph
8.4/8.3 seconds



Braking

70-0/60-0/30-0mph
50.6/38.1/9.2m



Running costs

27.1mpg (on test)
£93 fill-up

HEAD TO HEAD

Hi-tech lights

HEADLIGHTS are a huge part of how modern cars look, with new tech allowing clever lighting signatures as design details. The Q7 and XC90's headlamps make a real feature of this and complement the bold front grilles, but the older Discovery's units are constrained by the car's basic shape. Still, it's likely the next model will be more striking.



Air springs

ALL three cars ride impressively well thanks to air-suspension. It's standard on the Discovery, but a fairly costly option on the other two. However, with the extra suppleness it brings when you're cruising, and the improved body control when driving faster, we'd recommend it.



Seating seven

THE Discovery is huge inside, and it's the best if you'll be carrying a full complement of passengers on a regular basis. Yet the Volvo (above) is the best compromise for shorter or occasional trips with its classy mix of high-up seating and comfy interior.

Testers' notes

"It might be coming to the twilight of its life, but the Discovery still mixes luxury and off-road ability superbly. We'll see an all-new version next year which will no doubt address the current car's efficiency issue."



Sean Carson Senior road tester



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Figures

Audi Q7 3.0 TDI quattro S line



Volvo XC90 D5 AWD Inscription



Land Rover Discovery HSE



On-the-road price/total as tested	£53,835/£63,025
Residual value (after 3yrs/30,000)	£25,098/46.6%
Depreciation	£28,737
Annual tax liability std/higher rate	£3,002/£6,003
Annual fuel cost (12k/20k miles)	£1,977/£3,294
Ins. group/quote/road tax band/cost	41/£937/G/£180
Cost of 1st/2nd/3rd service	£318/£461/£199

£53,835/£63,025

£25,098/46.6%

£28,737

£3,002/£6,003

£1,977/£3,294

41/£937/G/£180

£318/£461/£199

POOR RESIDUALS

SURPRISINGLY, the Q7 has poor residual values compared to rivals. An eight per cent gap to Volvo is large, but the Disco's predictions are better still.

£50,185/£64,850

£27,552/54.9%

£22,633

£2,797/£5,594

£1,875/£3,125

34/£784/G/£180

£300 (3yrs)

INSURANCE

AS the Volvo sits in group 34, we're not surprised it's so much cheaper to insure for our sample driver than the Q7. But we expected a bigger gap in premiums to the Discovery.

£54,500/£54,500

£31,000/56.9%

£23,500

£3,410/£6,821

£2,290/£3,817

42/£787/K/£290

£699 (5yrs)

SERVICING
DISCOVERY'S pre-paid package gives five years' maintenance for £699. However, the Q7's variable service intervals mean prices are better value than they look.

Length/wheelbase

5,052/2,994mm

Height/width

1,741/1,968mm

Engine

V6/2,967cc

Peak power

268/3,250 bhp/rpm

Peak torque

600/1,500 Nm/rpm

Transmission

8-spd auto/4wd

Fuel tank capacity/spare wheel

85 litres/repair kit

Boot capacity (7/5/2 seats)

295/770/1,955 litres

Kerbweight/payload/towing weight

2,060/880/3,500kg

Turning circle/drag coefficient

12.4 metres/N/A

Basic warranty (miles)/recovery

3yrs (60,000)/3yrs

Service intervals/UK dealers

Variable/131

Driver Power manufacturer/dealer pos.

13th/25th

Euro NCAP: Adult/child/ped./points

N/A

KERBWEIGHT

SAVING weight is key when it comes to performance and efficiency. Q7 is the lightest car here, which boosts acceleration, handling and fuel economy.

NCAP RATING

AUDI and Volvo are yet to be crash tested, while Discovery was last assessed in 2006. Q7 and XC90 should both get five stars.

TECH TALLY

LED headlights are fitted as standard, but you can upgrade to Matrix LEDs for £950 on the S line Q7. These adapt to oncoming cars.

0-60/30-70mph

6.3/5.9 secs

30-50mph in 3rd/4th

2.8/3.6 secs

50-70mph in 5th/6th/7th/8th

4.7/6.1/7.8/13.7 secs

Top speed/rpm at 70mph

145mph/1,500rpm

Braking 70-0/60-0/30-0mph

48.6/35.6/9.1m

Noise levels outside/idle/30/70mph

75/52/63/68dB

Auto Express econ (mpg/mpg)/range

31.4/6.9/587 miles

Govt urban/extr-urban/combined

42.1/47.1/45.6mpg

Govt urban/extr-urban/combined

9.3/10/4/10.0mpl

Actual/claimed CO₂/tax bracket

241/153g/km/28%

Airbags/Isofix/parking sens/camera

Eight/yes/yes/£500

Auto gearbox/stability/cruise control

Yes/yes/yes

Climate control/leather/heated seats

Yes/part/yes

Metallic paint/xenon lights/keyless go

£675/LED/yes

Sat-nav/USB/DAB radio/Bluetooth

Yes/yes/yes/yes

In red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

Results

AUDI

SUPREME ride quality, incredible agility for such a big car and a powerful V6 engine just edge the Q7 ahead of the XC90. While it's more expensive, you do get what you pay for, with slightly better interior tech and build quality that's just ahead of the Volvo's. There are plenty of family friendly features on both cars, but it's the Audi's car-like driving experience that seals the win.

**1st****VOLVO**

STUNNING design and a luxurious interior mean the XC90 is still a brilliant SUV. Only the marginal hit to refinement and ride quality compared to the Q7 stop it from succeeding again. It's also not as fast – or as good to drive – but a big boot, versatile seating and attractive pricing make the tech-laden Volvo an enticing car if you want an alternative to the usual premium brands.

**2nd****LAND ROVER**

IT might have been upgraded over the years, but next to its newest rivals the Discovery feels a step behind. While it still drives beautifully and offers masses of space and practicality, it pumps out too much CO₂ and is pricey next to the Q7 and XC90. It's great off-road, yet this alone isn't enough in this company. However, we're sure the next Discovery will be a real contender.

**3rd****RIVALS**

Other options in this category...

Range Rover Sport HSE 5+2**PRICE:** £63,450 **ENGINE:** 3.0-litre V6, 302bhp

FOR £1,500 on top of the standard Range Rover Sport HSE, you can get a 5+2 seating layout. It doesn't offer as much room in the rear as these cars, but has the usual Range Rover cruising ability and ride, and is a true premium seven-seat SUV.

**Tesla Model S (7-seat)****PRICE:** £48,300 **ENGINE:** 70kWh battery, 311bhp

IT doesn't have the high-up driving position of a 4x4, but the Tesla Model S is incredibly refined and supremely luxurious. A £2,500 option adds two rear-facing chairs in the boot, giving capacity to carry seven people in this tech-laden premium saloon.





Ahead by a nose?

With a fresh look and a new engine, Toyota's Auris aims to edge in front of class-leading SEAT Leon

Pictures: Pete Gibson

Location: Longcross Proving Ground, Chobham, Surrey



WITH so many talented compact hatchbacks on the market, it's been tough for Toyota's Auris to make an impact. The car has proven reliable and comfortable, with pricey yet attractive hybrid tech, but poor emissions of conventional petrol engines haven't made it the first choice for low running costs.

Rivals have turned to turbocharging to go greener, and Toyota is doing the same – it's replaced the Auris' 1.6 VVT petrol engine with a new 1.2 turbo. The brand's also taken the opportunity to revamp the car with a facelift inspired

by the Yaris and Aygo, featuring a distinctive sharp nose. So, has the Auris been given the boost it needs to take on the class leaders? To find out, we're testing it against our current compact hatch favourite – the SEAT Leon.

It's now a three-time winner of our Best Compact Hatch award and remains tough to beat with its combination of quality, grown-up road manners, involving handling and great value. Here, we test the 1.2 TSI SE against the Auris in 1.2 Design trim. The two are similar on price, spec and performance, so it will be a good contest.



Toyota Auris 1.2T VVT-i

Price: £19,095

Engine: 1.2-litre 4cyl,
114bhp

0-60mph: 10.2 seconds

Test economy: 42.4mpg/
9.3mpl

CO₂: 125g/km

Annual road tax: £110



SEAT Leon 1.2 TSI SE

Price: £18,785

Engine: 1.2-litre 4cyl,
108bhp

0-60mph: 10.2 seconds

Test economy: 37.7mpg/
8.3mpl

CO₂: 114g/km

Annual road tax: £30

MODEL TESTED: Toyota Auris 1.2T VVT-i Design
PRICE: £19,095 **ENGINE:** 1.2-litre 4cyl, 114bhp

AF THE Toyota Auris replaced the Corolla in the UK back in 2006, and this is the facelifted version of the second-generation model, which arrived in 2012. As before, there are petrol, diesel and hybrid versions on offer, although the top petrol engine is now a 1.2-litre turbo, rather than a 1.6 naturally aspirated unit. Toyota has also added two new trims in the form of Design and Business Edition, and it's the former we test here with the new 1.2 turbo.

Styling 3.9/5

TOYOTA sticks to a traditional hatchback formula when it comes to the Auris' basic shape, but it's also tried to add interest with each update by giving the car more intricate detailing, especially on the nose. The latest revisions have made the pointed face even sharper, with slender headlamps and bright LED daytime running lights either side of the large Toyota badge. This look is inspired by the recently updated Yaris and Aygo, and it also appears on the revised Avensis, so the Auris range has the corporate face.

Further back, the car remains largely unchanged, with a slightly slab-sided look thanks to the lack of body creases or door trim. Meanwhile, at the rear, the tail-lights imitate the headlamps, with a slender, pointed design that cuts across the tailgate. Go for a Design model, and you get 17-inch, two-tone alloy wheels, which add a bit of sparkle to the exterior, while going for a bright colour certainly helps the Auris look more appealing. Overall, though, the car's steeply raked windscreen and upright tail mean the boxy design is more people carrier than hatch, and it still looks like a shrunken version of the Verso MPV.

The cabin has been given a mild makeover, with new pieces of trim and an updated centre console. You still get the two rectangular vents on the dash, plus two rotary vents at either end, while the gloss-black touchscreen adds a modern look. There are no buttons, just touch-sensitive points on the display that are finished with pale blue lighting, so it can be a little tricky to select functions when on the move.

Toyota has ditched the volume knob for the stereo in favour of this touchscreen, but we found it tough to operate – although the steering wheel controls are easier for the driver. Also revised are the climate controls; they now feature a gloss-black finish and rocker switches.

Yet look anywhere other than the centre console, and you'll see plenty of hard plastics which lack the quality feel of the materials in the SEAT Leon. There's a storage cubby ahead of the gearlever with a chunky plastic door, while the silver trim on the top of the dash feels a bit cheap. Everything is well put together and built to last; it just doesn't feel great.

Ownership 4.7/5

YOU can buy a Toyota with confidence, as the brand's cars have a bulletproof reputation for reliability. The only question mark over the revised Auris should be the new engine, yet it will have been tested to ensure it works perfectly. And Toyota's five-year, 100,000-mile warranty should provide added peace of mind.

The brand's dealers should be a pleasure to visit if you do encounter problems; they placed second only to Lexus in our Driver Power 2015 dealer survey, well ahead of SEAT's, which lagged well behind in 27th. There are seven airbags as standard, plus stability



Testers' notes

"Toyota has launched the 1.2 turbo in answer to ever-stricter emissions requirements, which naturally aspirated engines are struggling to meet. However, while rival small-capacity turbo units – like the SEAT's – feel torquey, Toyota's 1.2 behaves very much like the 1.6 it replaces. Although the red line is only at a low 5,500rpm, it feels like you really need to use the full rev range to make the most of the power that's on offer."



James Disdale Road test editor

and traction control – earning the Auris a maximum five-star Euro NCAP crash test rating in 2013.

However, LED headlamps are a £795 option, while the Safety Sense pack, which adds lane departure warning, traffic sign recognition, auto main beam and a pre-collision system, is £450 extra. A reversing camera is standard, but front and rear sensors cost £550.

Running costs 4.2/5

AT £19,095, the Auris Design is pricier than the Leon SE Tech, but SEAT's free upgrade to that trim actually means there's a £1,395 difference between the cars. What's more, LED lights and sat-nav are extras on the Toyota, putting even more distance between the two.

We managed 42.4mpg on test – almost 5mpg ahead of its rival – which means you should be able to travel around 50 miles further on a full tank. However, CO₂ emissions of 125g/km are nothing to write home about, while road tax and company car costs are higher than they are for the 114g/km Leon.

Toyota Auris





Design

TWO-tone, 17-inch alloy wheels are standard on Design-spec cars, and they add a little bit of flair to the Auris' otherwise plain look. Pointy face has been made even sharper, but the car is still a little slab sided. Plus, on the road, it feels a bit vague and lacks agility

Driving 3.9/5

If you want a reliable, fuss-free drive, then the Auris fits the bill. All of the controls are extremely light and you don't need a great deal of effort to steer, accelerate, brake or change gear. This lightness filters into the driving experience, too, so where the SEAT feels stable when making progress over bumps, the Toyota seemingly skims over the road surface.

Unfortunately, this doesn't translate into an involving drive. Instead, the car feels vague, with no feedback from the steering and plenty of body roll thanks to the soft suspension. This wouldn't be so bad if it made it comfortable, but the Leon was far more relaxing to drive.

The Auris was refined, though, and the new 1.2-litre VVT-i turbo engine is quiet. With 114bhp on offer, it's 6bhp up on the SEAT's 1.2 TSI, and a torque figure of 185Nm is 10Nm ahead, too. The cars were level pegging for acceleration, as we managed 0-60mph in 10.2 seconds in both. The Auris did eke out a small advantage through the gears thanks to its marginally higher torque figure, however.

The Toyota's engine felt like it needed to be revved to make the most of its power, despite maximum torque being available from 1,500rpm. And while the six-speed gearbox had a light and precise shift, the car didn't feel particularly quick. However, in most circumstances, the engine is a smooth performer, while the stop/start system proved effective, too.



CO₂/tax

125g/km

£110 or 20%



Practicality

Boot (seats up/down)

435/1,199 litres



Performance

0-60/30-70mph

10.2/10.0 seconds



Braking

70-0/60-0/30-0mph

45.9/31.5/9.8m



Running costs

42.4mpg (on test)

£59 fill-up

Practicality 3.9/5

TOYOTA quotes a 435-litre boot with the back seats in place, although this is to the roof; and when lined up side by side, you can see there's more space in the Leon's load bay. However, the Auris does come with a space-saver spare wheel, even though the storage trays around it are pretty shallow and aren't that useful.

Back seat room is tighter than it is in the SEAT, with less head and legroom. Add the £550 panoramic glass, and headroom is further restricted, although this extra does help it feel more spacious in the back.

Up front, the panoramic glass stops behind your head, so it doesn't boost the airy feeling, yet it's easy enough to get comfortable at the wheel. Storage comprises a decent glovebox, a lidded cubby and roomy door bins.



Interior

THERE'S less room in the Auris' rear than in the Leon, yet optional panoramic glass provides an airy feel. Instrument cluster and touchscreen look slick, with blue light motif

Controls

CABIN functions are controlled through touch-sensitive areas on smart-looking dashboard, which can be fiddly

Testers' notes

"Toyota dealers offer the same maintenance costs across the country – and they're pretty reasonable, too. The three-year service prices for the Auris are only marginally more expensive than SEAT's good-value fixed-price plan."

Dean Gibson Dep. road test editor

MODEL TESTED: SEAT Leon 1.2 TSI SE Technology Pack **PRICE:** £18,785 **ENGINE:** 1.2-litre 4cyl, 108bhp

AF THE SEAT Leon has seen off all-comers in the compact hatchback class since its launch in 2012, and its combination of style, handling, kit and value mean the Auris will have a tough time overcoming our current class favourite. There are five-door or three-door SC bodystyles, plus an ST estate, as well as four trims – S, SE, FR and Cupra. Power comes from a range of turbo petrol and diesel engines ranging from 1.2 to 2.0 litres. Here, we test the five-door 1.2 TSI in SE trim, which starts from £17,700.

Styling 4.2/5

ARGUABLY, the Leon is the most handsome compact hatchback that uses the VW Group's MQB platform. It's better proportioned than the Skoda Octavia, and has sharper lines than the VW Golf and Audi A3, although how it looks is affected greatly by which colour, trim and wheel options you go for.

The SE model isn't the most attractive in the range – the FR has an edge here with its subtly sporty bodykit – and the SE's standard 16-inch alloys look a little lost in the wheelarches, too. But there are larger wheel designs available, and our car featured the £500 Appearance Pack, which adds 17-inch multispoke rims and dark-tinted rear windows, while the optional LED headlamps give the sharp-looking nose a stylish tweak.

SEAT's paint options can make or break the Leon, too. Go for a dark metallic, like the Apollo Blue shade of the car in our pictures, and the Leon looks rather restrained; yet the standard red, optional white or vivid blue and green metallics are far bolder and suit the car's sharp shape. Whichever colour you choose, the Leon does stand out more than the Toyota and will turn more heads than its rival.

Get behind the wheel, and it's clear that the Leon has an edge for quality over the Auris. The dashboard has a rather upright design, but it's logically laid out and features conventional buttons around the standard touchscreen. The rotary controls work with precision, and the buttons themselves are of a better quality than the Toyota's. On top of that, the plastics used across the dash feel softer and more upmarket.

Add the optional sat-nav, and while the screen is marginally smaller than the Auris' set-up, the way that the buttons appear and disappear as you move your hand towards the screen means the map doesn't look cluttered when you're reading what's displayed.

Ownership 4.0/5

SEAT is trying to turn its reputation around, and cars like the Leon are doing a good job of building confidence in the brand. It placed 15th in our Driver Power 2015 satisfaction survey, ranking only seven places behind Toyota. However, its garages were a disappointing 27th in the dealer poll, although that was an improvement on being dead last in 2014. The Leon itself finished in fourth as the best-placed compact hatchback in Driver Power 2015, with owners praising its technology, running costs, performance and reliability.

The Leon earned a five-star Euro NCAP safety rating and has higher percentage scores than the Auris across the board. Like its rival, the SEAT features seven airbags, while tyre pressure monitors are also included. For £500, the brand offers the Safety Pack Plus, which adds lane and



Handling

LEON stays composed in corners, with plenty of grip and very little body roll. Steering provides lots of feedback, too

Testers' notes

"As long as SEAT offers its free Technology Pack upgrade, it's an absolute no-brainer to add it if you're buying a Leon SE or FR. It includes sat-nav and DAB radio, but the best addition is the bright LED headlamps. Not only do they create brilliant, dazzling-free illumination at night, but they also add attractive daytime running lights. They pick out the shape of the headlamp and look less like an aftermarket add-on than the Toyota's LEDs."



James Disdale Road test editor

high beam assist and tiredness recognition, while adaptive cruise control is available for £515.

Running costs 4.5/5

THE 1.2 TSI model costs £17,700, while specifying the Technology Pack, which adds LED headlamps, DAB radio and sat-nav, bumps the price up to £18,785. However, SEAT offers the Tech Pack as a free upgrade to boost the car's appeal, and puts a £1,395 gap between the Leon and the Auris.

We only managed 37.7mpg economy on test, which was around 5mpg behind the Toyota, although SEAT's claimed figures put the Leon ahead by 5mpg. Thankfully, the rest of the car's ownership costs are pretty reasonable. CO₂ emissions of 114g/km mean road tax is cheaper than for its rival, and company car users benefit thanks to its lower list price. Residuals of 42 per cent are good, while SEAT's fixed-price plan is slightly cheaper than the Toyota's servicing costs.

SEAT Leon



Practicality 4.2/5

SEAT quotes a 380-litre boot capacity for the Leon, and there's space under the floor for an optional spare wheel (£105) or extra storage. The back seats fold flat, but there's a step in the floor that makes loading long items a little bit trickier.

The Leon has more rear space than its rival, although the dark cloth trim means it feels claustrophobic, especially if you add the dark-tinted rear windows. SEAT offers a sunroof for £775, but it doesn't let in as much light as the Toyota's panoramic glass.

Up front, there's a wide range of seat and wheel adjustment, while a big glovebox, central tray, large door bins and a smaller driver's side cubby give it more storage than the Auris.



CO₂/tax
114g/km
£30 or 17%



Practicality
Boot (seats up/down)
380/1,210 litres



Performance
0-60/30-70mph
10.2/10.2 seconds



Braking
70-0/60-0/30-0mph
47.7/33.5/8.8m



Running costs
37.7mpg (on test)
£59 fill-up

Driving 4.4/5

ALL models based on the VW Group's MQB platform deliver sharper driving dynamics than their predecessors, and rival makers are struggling to match the Leon's balance between comfort and involving handling.

The car feels more solid on the road when compared to the Auris. The suspension soaks up bumps, but the body stays stable and isn't upset much by undulations. There's more grip than you'll find in the Toyota, too – helped by the XDS electronic diff system – while the steering delivers decent feedback. The SEAT's handling balance is neutral compared to the understeering Auris', and while the stability control can't be turned off, you have to be provoking the car a lot before it cuts in.

The 1.2 TSI turbo petrol engine is paired with a slick six-speed gearbox, but the slight power deficit to the Toyota meant the SEAT was slower than its rival at the test track. A 0-62mph time of 10.2 seconds was nearly a second down on SEAT's claimed pace, with the car's electronics limiting power to help prevent transmission damage.

Acceleration through the gears was only two-tenths slower than the more powerful Auris, while shorter gearing helped the Leon edge ahead of the Toyota in fifth and sixth. Take it easy, and the Leon is a more relaxing car to drive. Suspension soaks up bumps well and it's good on the motorway.



HEAD TO HEAD

Boot space

TOYOTA quotes a boot capacity of 435 litres, but this is to the roof. Our own measurements revealed that the Leon had a larger floor area and a greater volume under the load cover.

Both cars have rear seats that fold flat, although the Toyota's drop so that they are level with the boot floor – the SEAT's leave an awkward step.



Options

YOU can add panoramic fixed glass to the Auris for £550. It makes the cabin feel spacious, but cuts rear headroom. SEAT offers a £775 electric sunroof.

LED headlamps are a £795 option on the Auris and £1,010 on the Leon, yet they are part of the free Technology Pack upgrade.



Kit Appearance Pack adds 17-inch rims; cabin is upmarket, while rear is roomy

Testers' notes

"The XDS electronic differential gives the SEAT excellent cornering ability. The system senses wheel slip and applies the brake to the inside front wheel to tuck the nose into the corner. So, the Leon feels much sharper than the Auris."



Sean Carson Senior road tester



Screen

CLEVER sat-nav brings up buttons as you move your hand towards the screen, which keeps display uncluttered. Manual gearbox gives slick shifts

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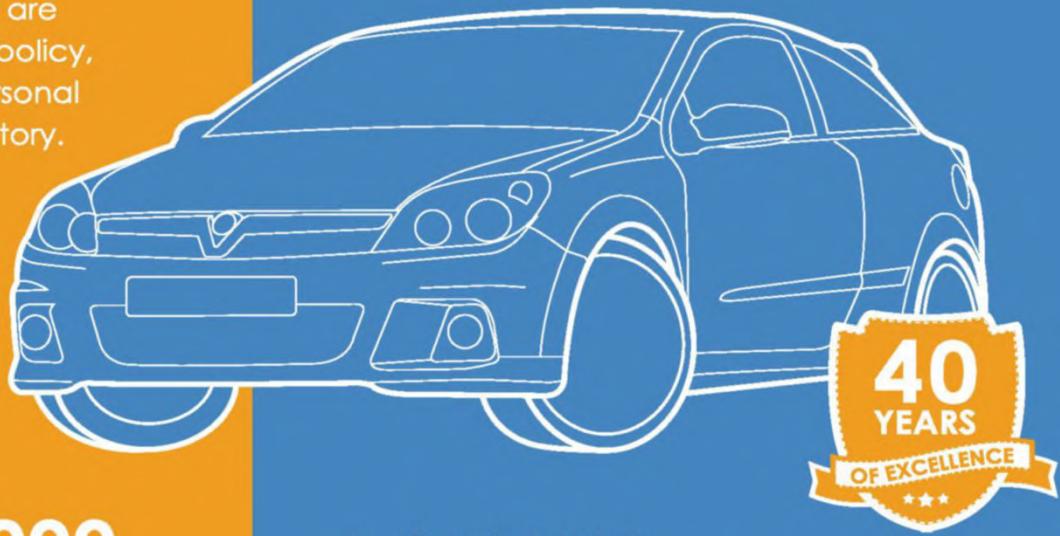
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Figures

	SEAT Leon 1.2 TSI SE Technology Pack	Toyota Auris 1.2T VVT-i Design
On the road price/total as tested	£18,785/£19,470	£19,095/£21,685
Residual value (after 3yrs/36,000)	£7,890/42.0%	£7,065/37.0%
Depreciation	£10,895	£12,030
Annual tax liability std/higher rate	£637/£1,274	£762/£1,523
Annual fuel cost (12k/20k miles)	£1,694/£2,824	£1,507/£2,511
Ins. group/quote/road tax band/cost	14/£347/C/£30	14/£289/D/£110
Cost of 1st/2nd/3rd service	£480 (3yrs/30k)	£145/£205/£145
Length/wheelbase	4,263/2,636mm	4,330/2,600mm
Height/width	1,459/1,816mm	1,475/1,760mm
Engine	4cyl in-line/1,197cc	4cyl in-line/1,197cc
Peak power/revs	108/4,600 bhp/rpm	114/5,600 bhp/rpm
Peak torque/revs	175/1,400 Nm/rpm	185/1,500 Nm/rpm
Transmission	6-spd man/fwd	6-spd man/fwd
Fuel tank capacity/spare wheel	50 litres/£105	50 litres/space saver
Boot capacity (seats up/down)	380/1,210 litres	435/1,199 litres
Kerbweight/payload/towing weight	1,213/527/1,300kg	1,350/470/1,300kg
Turning circle	10.2 metres	10.4 metres
Basic warranty (miles)/recovery	3yrs (60,000)/2yrs	5yrs (100,000)/1yr
Service intervals/UK dealers	10,000 miles (1yr)/128	10,000 miles (1yr)/181
Driver Power manufacturer/dealer pos.	15th/27th	8th/2nd
Euro NCAP: Adult/child/ped./stars	94/92/70/5 (2012)	92/84/68/5 (2013)
0-60/30-70mph	10.2/10.2 seconds	10.2/10.0 seconds
30-50mph in 3rd/4th	5.1/6.9 seconds	5.3/7.5 seconds
50-70mph in 5th/6th	10.8/14.8 seconds	11.7/16.1 seconds
Top speed/rpm at 70mph	121mph/2,400rpm	124mph/2,200rpm
Braking 70-0/60-0/30-0mph	47.7/33.5/8.8m	45.9/31.5/9.8m
Noise outside/idle/30/70mph	64/41/60/67dB	63/40/63/69dB
Auto Express econ (mpg/mpg)/range	37.7/8.3/415 miles	42.4/9.3/466 miles
Govt urban/extr-urban/combined	46.3/67.3/57.6mpg	43.5/58.9/52.3mpg
Govt urban/extr-urban/combined	10.2/14.8/12.7mpl	9.6/13.0/11.5mpl
Actual/claimed CO ₂ /tax bracket	173/114g/km/17%	154/125g/km/20%
Airbags/Isofix/park sensors/camera	Seven/yes/£270/£500	Seven/yes/£550/yes
Auto gearbox/stability/adaptive cruise	£1,250/yes/£515	£1,000/yes/no
Climate control/leather/heated seats	Yes/no/£360	Yes/£950/no
Met paint/LED lights/panoramic glass	£575/yes/£775	£495/£795/£550
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes	£750/yes/yes/yes
PERFORMANCE	THE cars were evenly matched in our performance tests, yet shorter gearing meant the Leon was slightly ahead in fifth and sixth.	
OPTIONS	TECHNOLOGY Pack is on offer as a free upgrade on SE and FR cars, saving £1,085. Reversing camera is part of Park Assist pack, and heated seats are in Winter Pack.	
CO₂ EMISSIONS	WHILE the new 1.2 matches the SEAT for performance, Toyota still needs to make up a little ground in terms of efficiency.	

Results

SEAT

ONCE more, the SEAT Leon sees off a contender for the best compact hatchback crown. Its rivals are getting closer, but the Leon's core strengths of great value – even before you add the free Technology Pack upgrade – and entertaining handling that doesn't sacrifice comfort mean it's still the class leader. The 1.2 TSI's torquey power delivery negates any power deficit to the Toyota, too.



1st

TOYOTA

THE new 1.2 turbo Auris is a decent effort, but it doesn't do enough to worry the SEAT Leon. Although the engine is good, it's in a chassis that delivers neither a sporty or comfortable drive. Plus, its dirtier emissions counter the fuel efficiency on test, while material quality is disappointing, too. Add in a higher price and slightly less kit, and the Auris comes second here.



2nd

In red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

RIVALS

Other options in this category...

Peugeot 308 1.2 eTHP (110) Allure

PRICE: £19,145 ENGINE: 1.2-litre 3cyl, 109bhp

ALLURE-spec 308 isn't left wanting for kit, with sat-nav and reversing camera more than justifying its extra outlay. The three-cylinder turbo petrol is efficient, too, with CO₂ emissions of 107g/km beating both rivals here.



Mazda 3 2.0 (120) SE-L Nav

PRICE: £19,395 ENGINE: 2.0-litre 4cyl, 118bhp

IF you're not convinced a small-capacity turbo petrol is for you, then you could try the naturally aspirated Mazda 3. SE-L Nav trim gets decent kit, while Mazda's weight-saving tech helps deliver CO₂ emissions of 118g/km.



Deals & discounts

Facts, figures and advice powered by carbuyer.co.uk



TOYOTA is currently offering zero per cent APR finance on the new Auris to entice private buyers through its dealerships' doors.

Finance options are flexible on the Access Toyota PCP plan, but the example on the brand's website for the car tested here sees a deposit of £3,729 with a £750 contribution from the dealer, then 42 monthly payments of £199. Elsewhere, the entry-level Auris Active is available with a £1,250 customer saving.

SEAT is also offering zero per cent finance on the Leon SE, and this includes the free Technology Pack upgrade, which has been offered on SE and FR models ever since the Leon Mk3 was launched. Unlike Toyota, there's no deposit contribution, so you have to stump up £4,868, but then there are 41 monthly payments of £149.

Head for a new car broker, and you can find discounts of about £2,300 on the Auris Design, while the Leon SE has savings of around £1,600. Go for finance through a broker, and the savings are more significant, with around a £3,100 discount available on both models.



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Kia Soul EV

FINAL REPORT Electric car spends a week on long-distance commute before leaving fleet



Lawrence Allan

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@LobAllan

IT'S fair to say our electric Kia Soul has been largely town bound in the nine months it's been on the fleet. As its regular custodian is picture editor Dawn Grant, who lives in Putney, south west London, it's rarely ventured outside the M25. As a result the battery-powered five-door has travelled just 4,000 miles, while many of our cars cover more than four times that.

Although many of the Auto Express team commute from outside the capital, the Soul EV isn't usually the first choice due to range anxiety or problems with charging at home. But I took the plunge for a week to see what it was like to do a 120-mile-a-day round trip from Newbury in Berks in an EV with a real-world range of around 96 miles.

As our car park chargers are out of action, topping up the range during the day was difficult as I had to rely on the network of 3kW Source London sockets close to Auto Express's Fitzrovia office. These were more often than not already taken up by another electric car, and even when you did get a free space, parking was limited to three hours.

So my alternative was to plan a route home that allowed me to stop at a rapid

charger along the way to top up. Thankfully, the M4 motorway is well served by Ecotricity's Electric Highway – a network of AC and DC fast chargers that use power from renewable sources.

Plugging in for 30 minutes at Heston services at junction two on the M4 (or at my local services at Chieveley) gave the car an 80 per cent charge – more than enough to get me home. Even better, it also allowed me to chat with some fellow EV drivers, who are a friendly bunch. A few seem to share our concerns with the slow growth of the charging infrastructure, which is one of the biggest hurdles for drivers and the reason why plug-in hybrids are still far more popular than straight EVs.

Once home, it was just a case of popping the Soul on the driveway and plugging it into a household socket. Although the process isn't exactly quick (a full charge this way takes over 10 hours), the bright LEDs on top of the dash, which change from red to green when fully charged, can clearly be seen from outside the car, so you can check up on its charging status when you're in the house.

It may seem like we're talking more about charging the Soul than driving it, but the concern over range and time is ever-present on longer journeys. And that's no

bad reflection on the car: the striking blue Kia has proven a hit with all who've driven it because of its relaxing nature. It really is a 'Zen' car to drive, thanks to the seamless tranquility of its powertrain and its comfortable cabin. If you're in the mood, you can also surprise other motorists away from the lights thanks to 286Nm of instant torque (more than a Vauxhall Corsa VXR). And although the motorway isn't the Kia's natural habitat, it's got enough performance to keep up with the pace of traffic.

It's just a shame that the peace and quiet is spoiled when the range drops down. Just over 100 miles can be realistically expected, but adding passengers or prolonged motorway spells will shorten that. When the battery charge gets below 25 per cent, the Soul frustrates by constantly nagging you to charge it every 30 seconds, and throws warnings up in front of the sat-nav screen, which is trying to get you to the nearest charging point! Of course, most EV owners will be able to get a fast charger installed at their home, avoiding this issue.

Other than a minor gripe with a warning light, rectified by a dealer (Issue 1,375), the Soul EV has proven trouble-free – and as the powertrain is so simple, we're certain it would stay that way for a long time.

Once Lawrence can forget about range, Soul has decent performance and rides well





Greek - M

CO₂/tax
0g/km
£0 or 0%

Practicality
Boot (seats up/down)
281/891 litres

Electric drive
Power/claimed range
109bhp/132 miles

HAND OVER
DAWN braved winter in Soul (below), and saw effect that had on batteries; she was keen to see how long-distance commuter Lawrence would find it



Charging

WHILE range anxiety is still a big issue with electric cars, due to the limited charging network, Kia will direct you to the nearest plug-in point, which takes the pressure off

Essentials

Kia Soul EV

On fleet since:	November 2014
Price new:	£24,995 (including £5,000 Government Plug-in Car Grant)
Engine:	81.4kW electric motor, 109bhp
CO ₂ /tax:	0g/km/£0
Options:	None
Insurance*:	Group: 18 Quote: £445
Mileage/mpg:	4,198 N/A
Any problems?	Climate control fault

*Insurance quote from AA (0800 107 0680) for a 42-year-old living in Banbury, Oxon, with three penalty points.



Second opinion

"With its limited range and stressful low battery warnings, the Kia is really far better suited to the urban jungle than the open road. Stick to the city, and you can take full advantage of its light controls, nippy performance and elevated driving position. There's also the added bonus of a supple ride and comfortable seats. However, the second-generation Soul is bigger than you'd expect, so you need to be careful when squeezing into tight parking spaces."

Dawn Grant Picture editor

WE LIKE Underfloor storage lets you tidy away charge cables in boot. And while we didn't match official 132-mile claim, our top range of 108 miles is impressive



WE DON'T Warning signs appear on sat-nav every 30 seconds when battery falls below 25 per cent – frustrating if you're following directions

Verdict

OVERALL, we've enjoyed our time with the Soul EV. The car has been near-faultless, and takes short commutes in its stride. However, the range anxiety never truly goes away when you attempt longer trips, and it's hobbled by an incomplete charging infrastructure in the UK.





Stuart Milne

Stuart.Milne@dennis.co.uk

AE IT'S been a long time since I had the chance to go on holiday. Getting married, having a baby and moving house all within four years meant that time has been tight – and money even tighter. Cue the British summertime, with the prospect of some good weather and a comfortable and spacious car to take the family away in.

So, the long-awaited journey from East Anglia to the West Country began in earnest one morning. Our Citroen C4 Cactus' boot was loaded (to the gunnels), and although I'd already checked out the route on a map, the hotel in Devon was programmed into the sat-nav and the petrol tank was full as we departed.

For the next 250 miles, the Cactus ran faultlessly, which is more than can be said for the A303. Up until we hit the congested A-road, the car's trip computer had been recording an easy 55mpg. Yet the stop-start traffic played havoc on a run I was hoping to return a good 60mpg from.

Nevertheless, economy wasn't my main concern. That was reserved for my two-year-old daughter in the back. It was, by some margin, the longest journey we'd attempted since her arrival, and my wife and I had no idea how she'd take to being strapped into her child seat for so long. Fortunately, we needn't have worried.

Thanks to the Cactus' large side windows and the optional panoramic sunroof, there's

"The Cactus was a delight: comfortable, economical and providing good visibility"

Citroen C4 Cactus

THIRD REPORT Hatch proves ideal companion for British summer holiday



SUNROOF
Panoramic roof reflects UV rays and heat so effectively that it doesn't need a blind. Driver's seat is comfortable for long journeys



never a sense of being cooped up when you're sitting in the rear – which you can't say about all mid-sized hatchbacks. And those big rear door pockets are great for carrying toys, drinks and other bits.

I also had a slight reservation about the squidgey driver's seat. Previous long journeys, including a hellish four-hour, 45-mile drive into our central London office, left me with back pain in the following days. There was

no such trouble on a long motorway run, though. Besides, I'm pretty sure my aching back was due to having to twist my body slightly to continually engage and release the clutch pedal due to it being mounted too high for my driving position.

Once we arrived in Devon, the Cactus was a delight: comfortable, economical and providing good visibility. With a 500-mile return trip in addition to more than 300 miles of touring, the Cactus drank just under two tanks of petrol, which is pretty good going given the mix of driving.

It's hard to say whether those unique Airbumps around the Citroen have

deflected any carelessly opened doors or runaway shopping trolleys, but the doors are still free from parking dings despite the amount of time that the C4 spent in car parks during our trip.

The journey also highlighted two other Cactus plus points. Although the panoramic sunroof doesn't have a sliding cover to help keep the car cool, it is insulated. The Citroen was parked in direct sunlight for long periods, yet the glass coating made the car no hotter than if it had a metal roof. Plus, the lack of a CD player meant the holiday was entirely free from the soundtrack of Disney's Frozen. Result.





Practicality
Boot (seats up/down)
660/1,775 litres



Running costs
46.3mpg (on test)
£63 fill-up



Pete Gibson

Second opinion

"Citroen has used the C4 Cactus to prove that it still has what it takes to operate outside the norm. The car drives differently to its hatchback rivals, too, as it focuses primarily on comfort and relaxation over sharp handling and performance."



Dean Gibson

Deputy road test editor



Essentials

Citroen C4 Cactus 1.2 PureTech Flair 5dr S&S

On fleet since: March 2015

Price new: £17,290

Engine: 1.2-litre 3cyl, 109bhp

CO₂/tax: 107g/km/£20

Options: Blue Lagoon paint (£250), thermally insulated panoramic sunroof (£425), space saver spare wheel (£75), City Park Pack (£325), Citroen eTouch emergency and assistance system (£250), Gloss Black rear insert with Grey Cactus lettering (no cost)

Insurance*: Group: 16 Quote: £345

Mileage/mpg: 6,629/45.2mpg

Any problems? None so far

*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



WE LIKE Spacious 660-litre boot easily swallowed our man's holiday gear, while there's lots of room for any rear occupants, too



WE DON'T You expect a car called Cactus to sip fuel, but we couldn't beat its 60.1mpg official economy. Our best was 5mpg short

Verdict

THE C4 Cactus continues to delight thanks to its clever design. Few cars provide such a relaxing experience behind the wheel – it's equally at home around town, on a motorway jaunt and, as I discovered, on steep and twisty West Country roads.



Fleetwatch



Deputy editor Graham Hope had no issues loading luggage and bikes into Alhambra; not to mention his two daughters

SEAT Alhambra

SEAT'S enduring seven-seater made a brief return to our fleet when deputy editor Graham Hope put its people and luggage-carrying abilities to the test during a recent family holiday around Scotland.

The Alhambra has, of course, been around for a few years now, but it's still great at what it does, as its recent commendation in our New Car Awards (Issue 1,377) demonstrated. For the long trip up to Angus, Graham made use of the 658-litre load space with the two rearmost seats down to carry the luggage of three adults and two children, plus a pair of kids' bikes and a spare child seat, too.

Once they'd arrived, the luggage was dumped and the rear seats moved back into position for occasional use as a seven-seater. The sliding side doors ensured access to the rear seats wasn't an issue, even for elderly occupants, while Graham's two daughters Isla and Erin had plenty of room for their child seats in the middle row. And, of course, the light steering ensured the SEAT was easy to drive despite its size.



Our fleet INDEX

Audi RS3

New arrival

Citroen C4 Cactus

Issues 1,365, 1,374

Fiat 500X

New arrival

Fiat Panda Cross

Issues 1,359, 1,369, 1,383

Ford Mondeo

Issues 1,373, 1,377

Honda CR-V

New arrival

Kia Soul EV

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Issue 1,379

Toyota Verso

Issue 1,381

VW Golf GTI

Issues 1,320, 1,331, 1,341,

1,352, 1,364, 1,373, 1,383

NEW

SMART
SEAL *Twist & Lock*



NEW PACKAGING INNOVATION

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- ✓ **Self-dispensing**
- ✓ **Easy to use**

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THIS WEEK'S
HOT KIT

Latest dash cam is a slim, elegant design and can be hardwired into your car

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SHARPENS UP ITS GAME

NEW PRODUCT

Roadhawk DC-2 Dash Camera

Price: £179.99

Contact: 01208 269159, www.roadhawk.co.uk

ROADHAWK hopes to build on the success of its best-selling DC-1 dash cam with the new DC-2.

This second-generation device enters a booming market, and faces competition from much cheaper smartphone apps. But Roadhawk argues the £179.99 price buys a much more comprehensive package that provides far better protection against crash for cash scams and helps drivers achieve insurance savings.

The DC-2 promises improved video quality. It records in 1080p full HD, and has digital image stabilisation and low light enhancement, so even in tricky dusk conditions, footage is sharp. And as with most rivals, it records on a constant loop.

A three-axis accelerometer detects impacts and a GPS receiver sends data to map your speed and location. Roadhawk also sells an optional lockable box, to stop the camera being stolen.

The dash cam can be hardwired into the car and it's compatible with top-name sat-navs. This allows you to sync with the map and pinpoint where you were when an incident occurred.

"DC-2 promises improved video quality, with image stabilisation and low light enhancement"





RUST REMOVER PUTS SHINE BACK INTO TIRED CAR PARTS

FIRST TEST

Jenolite Rust Remover

Best price: £9.99 Rating: ★★★★

Contact: 01234 924 794, www.jenolite.net

NEW Jenolite Rust Remover is great for spot-cleaning areas of corrosion from your car. You use wire wool to sand down loose and larger pieces of rust, then apply the pink gel to the corroded section with a brush, taking care not to get it on your hands.

We tried it on the exhaust of our 1999 Peugeot 206 GTi. The part is only two years old, but as the car has been parked outside in the elements during that time, the exhaust looked like it has seen better days.

After 15 minutes, we wiped the gel off and buffed the pipe, which came up to a shine. The next day, we noticed a few patches of white where we hadn't cleaned off the

residue fully, so it's worth thoroughly washing the part down after application. Jenolite has a primer for protecting the area from future exposure, too. Alternatively, if you're going to be painting the area as well, the Jenolite Rust Converter removes rust and prepares the area for paint.

Rust Remover comes in packs from 40g to 500g in size. And although some traditionalists would tell you that certain brands of fizzy pop will do a similar job, Jenolite is useful if you can't immerse the component in a solution or want to reduce the amount of time you have to spend scrubbing. Few things in life produce such a great result for such little effort.

NEW PRODUCT

ValetPRO Detailing Brushes

Best price: From £2.40 Contact: www.valetpro.eu

CAR detailing perfectionists will love the brand new range of brushes from ValetPRO. Each brush is designed for a specific job, and as a result a variety of materials has been used for the bristles; from boar hair to looped wires.

ValetPRO claims to have created brushes that are more durable, yet sensitive enough to care for your car. The bristles have been shaped to deliver the best finish, whether it's removing grime and dust from the cabin or getting into the corners of alloys or intricate wheel designs. The brushes are available from £2.40.



news, deals & events



Latest in-car kit at the click of button

A NEW online TV store has been launched by Amazon, which includes great offers on a range of in-car entertainment products. Deals include headrest screens (above), dash cams, in-car speakers and touchscreen multimedia players.

Amazon's Prime delivery is now also offering deliveries within an hour in certain localities on selected products, so you can get the tech ahead of the Bank Holiday weekend. More information can be found at www.amazon.co.uk.

Bridgestone tyres for Mercedes GLC

MERCEDES has selected Bridgestone as the tyre supplier for its new GLC – a rival to the BMW X3 and Audi Q5.

The luxury mid-sized SUV, based on the C-Class, will be equipped with Bridgestone's Dueler HP Sport tyres in four sizes across the model range.

This tyre has been developed specifically for SUVs, and claims to combine ride comfort, safety and durability. The same tyre was recently also chosen for the GLA.

Scalextric charity sale at Carfest

THE biggest-ever Scalextric track will go on sale at Carfest South this Sunday (30 August). Auto Express took on Sky Sports F1 presenter and track designer Martin Brundle on the very same Scalextric circuit back in Issue 1,366. Proceeds from the sale of the huge 45-metre track go to Children in Need.

Tickets for Carfest South at Laverstoke Park Farm, Hants, are sold out, but you can bid for the track by phone on 01926 640888 or at classiccarauctions.co.uk.

Know an event coming soon?
Contact Cat_Dow@dennis.co.uk

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auto-wash £9.95

Cleaning & Degreasing



A non-acid, non-alkaline wheel cleaner that very quickly and without having to brush, actively cleans wheels in over 90% of very severe cases. auto-wheel works in a completely different way compared to conventional acid based wheel cleaners. auto-wheel is 100% safe and very easy to use. We recently won Best Buy Wheel Cleaner 2015 from Auto Express, competing against 19 other wheel cleaners.



auto-wheel £12.95

Cleaning & Degreasing



If you have chapped hands or broken skin, reduce the risk by keeping your hands clean. Citrus contains tiny poly granules to cut through grime and clean hands without stripping natural oils from your skin. This hand wash employs a pleasant citrus odour. 9 other hand cleaners were tested when heavy duty CITRUS won!



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Cleaning & Degreasing



A water based multi purpose degreaser with a performance which even exceeds solvent cleaners. Diluted 1/100 for light duty or neat for the most stubborn oily grime. It's easy to use and safe for virtually all automotive and domestic surfaces. Surfex HD is non-toxic and biodegradable. 11 other pressure washer shampoos were tested when surfex HD won!



surfex-HD £9.95

Cavity Wax



This cavity wax dramatically outperforms well-known brands providing over 3 times the protection against corrosion. Dynax-s50 kills existing corrosion, prevents rust and ensures long-term protection. It creeps into seams and welded flanges, self-heals and is virtually odourless. Wax injection has never been faster, cleaner or more effective.



dynax S-50 £14.95

Paints & Coatings



electrox is a unique zinc-rich coating that protects steel from corrosion by both barrier and electrical functionality. Coating steel with electrox produces a surface film containing over 90% metallic zinc. It protects chassis and areas exposed to severe conditions. Electrox is even trusted with severe marine applications.



etchweld is a single pack high-performance self-etching primer, that provides amazing adhesion on steel or aluminium offering long lasting performance under all automotive paint types. Perfect primer for body shells and it also protects flanges and seams before assembly.



etchweld £10.95

Waxes & Polishes



cleanser-polish is a superior award-winning resin based car polish - designed for professional detailing. Easy application, buffing and removal is guaranteed using the included microfibre cloth and applicator pad. We won Best Car Polish from Practical Classics magazine, competing against 7 other top polishes.

"As close to a friction-free finish as possible! Top marks! 15/15"



cleanser-polish £16.95

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Mini test

TOP-VALUE PERFORMER

Quixx System Headlight Restoration Kit

Best price: £9.99

Contact: 0118 981 7285, www.quixx.com

THIS Quixx package was our favourite because of its sheer simplicity. It's all manual, but while you don't have to rely on power tools, as you do with the others, this may make it harder to get a good finish on heavily damaged lenses.

It's sufficient for minor to moderate blemishes, though. The kit comes with clear instructions, and includes sanding patches if you have areas of yellowing or fog. There's even a small box to wrap sanding sheets around, making things easier.

At half the price of rivals, it's really affordable, yet doesn't skimp on extra polish cloths. What's more, it includes lens sealer, which can be applied every three months to reduce future damage.

Rating: 



We shine a light on the headlamp restorer kits

AC Cat Dow

DON'T let a discoloured set of headlights put you off when searching for your next second-hand car. There's a range of kits on the market that can help you restore the lenses' acrylic glass.

Clean lights not only help you see further, but also make you more visible to other road users.

We put three market-leading kits to the test to see which got our 1999 Peugeot 206 GTi's lights looking like new again.

The sets were compared on price – from a range of sources as we went to press – plus ease of use and clarity of instructions. We then looked at how they worked and how long the job took, then compared results.

EVI's Quixx kit won as it was the easiest to use and gave good results. If your lights are badly damaged, it's worth attaching Autoglym's medley of sanding sheets to a power drill. Meguiar's kit delivered a good finish, but didn't really justify its price.

"Three kits were put to test to see which would get our lights looking like new"

NEW BUT NOT PERFECT

Autoglym Headlight Restoration Kit

Best price: £22.99

Contact: 0844 887 4567, www.autoglym.com

NEW Autoglym kit is aimed at heavily discoloured lenses. It includes a bottle of restoration compound, plus various sanding sheets that you fix to your drill and run at 1,200-1,600rpm to remove discolouration and buff lenses.

Initially, our results were uneven. The drill reduces manual effort, but it takes more time to get a precise finish.

Rating: 



GOOD RESULTS, YET PRICEY

Meguiar's 1-Step Headlight Restoration Plus

Best price: £24.49

Contact: 0345 504 5353, www.meguiars.com

THIS kit gives decent results, but isn't great value. While it's suitable for light discolouration, confusingly Meguiar's offers a heavier-duty kit for less money.

The package combines "exclusive" wool pad tech, which requires a power drill to get the best results, with manual scratch removers. While it contains extra sanding papers, it's still expensive.

Rating: 



books, apps & games



BMC 1100 and 1300: An enthusiast's guide

James Taylor (Crowood Press, www.crowood.com)

Price: £16.99 (paperback) Rating: 

AUTHOR Taylor walks us through the history of British Motor Company's most successful marque with affable ease. There are moments where the pace falters a little, but this appears to be down to the editing, rather than the content. The 1100 has a colourful history and this book entertains with well selected images that add to the interesting tale.



Bugatti Type 57 Grand Prix

Neil Max Tomlinson (Veloce Publishing, veloce.com)

Price: £50 (hardback) Rating: 

BUGATTI has a colourful and unusual back story, so brand enthusiasts can be historians as much as car fans. Author Tomlinson manages to retell the story of the Type 57 with plenty of technical know-how. However, he goes into such depth and detail that it sadly brings an element of dryness to a well illustrated read. This will struggle to hold the interest of anyone other than Bugatti fans.



Extreme Car Stunts

Available for: Android

Price: Free Rating: 

EARN cash by doing tricks and stunts and control your car through obstacles before hitting the green portal to reach the next level. Extreme Car Stunts isn't a terrible game, but the graphics are unrefined and laggy and your view is often obscured, so manoeuvring is difficult.



App of the week



New Auto Express app

Available for: iPhone and iPad, Android, Kindle

Price: Free

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SPRAY WAXES

Which quick detailing sprays top up shine in a flash?

PRODUCT GROUP TEST 26 | 8 | 2015

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to www.autoexpress.co.uk to look through our huge online test archive.

AE Kim Adams

THERE'S no need to spend hours buffing in the sun to keep your car shining this summer if you use a spray wax. The best can also take off the dust and light road grime often found during the drier months, so there's no need to wash the car before waxing. Plus, they're easier to apply than a conventional paste or liquid wax, usually requiring little more than spraying and buffing to a shine.

There's a range of products on the market, from liquid waxes – which claim to be long lasting – to detailer sprays that promise to clean and shine and not much else. We put eight to the test to find the one that'll make your car sparkle this summer.



Angelwax QED

Best price: £7.99 Size: 500ml

Contact: 0141 886 6732,
www.angelwax.co.uk

BEST BUY IMPRESSIVE water beading that had barely slowed after a week on our bodywork helped QED – short for Quick Exterior Detailer – secure its second win on the trot in this test. While durability isn't key here, the excellent water beading meant fewer water marks and dust spots after rain. The nozzle delivers a fine but wide spray, so a little covers a big area and made for easy wiping. A great cleaner with stamina, and the ideal choice for summer car care. Rating: ★★★★

Sonax Xtreme Brilliant Shine Detailer

Best price: £8.99 Size: 750ml

Contact: 01488 689400,
www.saxon-shop.com

RECOMMENDED EXCELLENT test debut for Sonax's detailer. Big pack makes it one of the most cost-effective sprays on test, but that's not the only reason why it pushed our winner hard. Brilliant Shine and QED were the standout performers in the water beading assessment, and their sectioned off strips were easily identified when the bodywork had dried, with fewer water marks. A finer, wider trigger spray would make this a winning package. Rating: ★★★★

Turtle Wax Perfect Finish Detailer

Best price: £7.99 Size: 500ml

Contact: 01695 716610,
www.turtlewaxeurope.com

THIS is the third step in Turtle Wax's Perfect Finish range, and involves adding protection. Even though you simply spray on and wipe to a shine, the maker claims the mix of silicones and clear waxes is its "hardest ever finish". It certainly beads well, and while it was still clearly present after a week on the car, it was a step behind our top two. Fine spray works well and covered a decent area. Can also be used when buffing car wax. Rating: ★★★★

Autoglym Rapid Detailer

Best price: £8.99 Size: 500ml

Contact: 01462 677766, www.autoglym.com

THERE'S not much to choose between this closely matched midfield pack, but if ease of use is key for you, this detailer from Autoglym is the one to go for. The trigger delivers a broad mist of spray that covers a large area with each pull. It soaks grime well, making it easy to remove with a microfibre cloth. So it's no wonder it can also be used as a lubricant for a clay bar. It beaded well initially, but had slowed after a week. User-friendly and it even smells good. Rating: ★★★

**SPRAY ON**

More important than durability here was for the sprays to shift light grime, so there's no need to clean car first

How we tested them

UNLIKE in our usual wax tests, durability isn't the key factor here, although we did check our test bonnet a week or so after we'd applied our spray waxes to find out which were still working.

More importantly, we wanted the sprays to take off light grime and dust, so we didn't have to wash the car first. Ease of use was assessed, looking for effective cleaning with minimal wiping. Finally, we took into account cost from online sources as we went to press.



Verdict

ANGELWAX QED retains its crown, mixing top cleaning and durability. Not far behind, and beading water as well, was Sonax's Brilliant Shine Detailer. Turtle Wax Perfect Finish Detailer completes the top three.

1. Angelwax QED
2. Sonax Xtreme Brilliant Shine Detailer
3. Turtle Wax Perfect Finish Detailer



Simoniz Quickshine Detailer

Best price: £6.49 Size: 500ml

Contact: 0161 866 4800, www.holtsauto.com

MINIMAL instructions do this detailer from Simoniz's new-look car care line-up no favours. It claims to be a wax and a polish, although we saw no sign of the latter working on the clear coat. There was no indication of its cleaning abilities, but they were certainly present, with the formula wetting easily, allowing light grime to be removed. It also beaded effectively, if not as rapidly as the best, and it was still performing better than untreated areas after a week.

Rating: ★★★

Muc-Off Speed Wax Step 3

Best price: £7 Size: 500ml

Contact: 01202 307790, www.muc-off.com

AS the name suggests, this is another third stage in a maker's car care process. Formulated to leave a 'wet look' shine, the purple Muc-Off cleaner also claims to add a water-repellent finish. There were certainly signs of this when first applied, but it had slowed after a week. While instructions recommend washing first, usefully Speed Wax can be applied to wet bodywork. Used as a detailer, it cleaned well, although the adjustable nozzle is tricky to get down to a really fine spray.

Rating: ★★★

Meguiar's Gold Class Quik Detailer

Best price: £12 Size: 473ml

Contact: 0870 241 6696, www.meguiars.co.uk

IN such a tight field, a high price does the Meguiar's spray no favours, and nor does the slightly smaller US pack size. It's the most expensive product on test by some margin, although it goes some way to justifying this by working well. It mists on the formula, which is also good for use on tree sap and bird droppings, as well as lighter marks and dust. The cleaner does a good job of soaking and releasing dirt, and was still beading faster than unwaxed areas after a week.

Rating: ★★★

Halfords Spray Wax

Best price: £4.99 Size: 500ml

Contact: 0845 057 9000, www.halfords.com

THE pack promises "quick and easy protection", but applying the Halfords was the hardest work of all the products here. Although rivals on test may call themselves waxes, this is the closest you get to a conventional liquid formula. The white spray goes on relatively thickly with some spotting. You also need to wipe it on before leaving it to dry and buffing off. It takes longer to get a good finish than rivals, even though the initial beading was only a touch behind the best.

Rating: ★★

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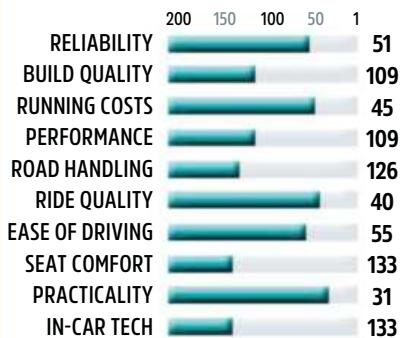
Mitsubishi Outlander Mk3

YOU TELL US... Practical, cheap-to-run SUV is let down by comfort66th
PLACE

2015 Results Outlander Factfile

Years: 2012 to present **CO₂:** 140g/km**Fuel economy:** 52.3mpg (2.2 DI-D GX4)**Best options:** Bluetooth connectivity, sat-nav, rear parking camera, sunroof**Prices:** From £14,450**OVERALL SCORE****88.72%**

Bars show where model finished out of 200 cars in our 2015 survey. The lower the rating the better

**GOOD**

"A REAL eye opener in terms of comfort. It's so smooth to drive."

"The 4x4 system is confidence inspiring."

"For a diesel, the engine is really refined. Makes motorway driving easy."

"The plug-in option means no road tax or Congestion Charge."

"A solid choice for towing. The boot has plenty of room, too."

"The three-year service package is well priced."

"A very lively car to own; lots of mid-range grunt."

**NOT SO GOOD**

"MY children tell me that the back seats are uncomfortable on long journeys."

"The automatic gearbox seems to hesitate to change up sometimes."

"After suffering a puncture, I noticed that there was no spare in the back."

"The interior is too committed to plastic."

"After 45,000 miles, I'm starting to notice a few rattles here and there."

"The plug-in option only gives me 18 miles in electric mode."

How do you rate your car?
Tell us what you think
www.autoexpress.co.uk/driverpower



Martin Saarinen

Got any car queries?Martin_Saarinen@dennis.co.uk
@AE_Consumer**Q How do I fix my LPG BMW?**

I BOUGHT a used 2007 BMW 320i which was fitted with an LPG system, but I've had issues with the electric fan and water pump. My dealer can't identify the fault. What can I do?

Jim McGrane, E-mail

A *BMW doesn't manufacture LPG units, so it's not unusual that your dealer can't diagnose the problem. Our advice would be to take the car to an LPG specialist to investigate. It'll be able to determine whether the faults lie with the LPG system or BMW-specific parts.*

Q Wireless charger worry

I'M concerned that wireless charging for electric vehicles (Issue 1,218) will affect pedestrians and drivers with pacemakers. Do you think this is a possibility?

Brian S, E-mail

A *THE technology is still being trialled and regulated. But we spoke to Chargemaster – a UK-based EV charging station provider – which confirmed that as long as the wireless charging units have been properly certified, they won't cause any problems for pacemakers.*

Q Note's noisy steering

MY 2009 Nissan Note has developed a clunking noise whenever I have the steering on full lock. It's intermittent, but starting to worry me. Any advice?

Paul Robinson, E-mail

A *MANY Note owners have complained of a similar noise. The fault appears to lie with the intermediate steering shaft. If the shaft isn't tightened to the pinion properly, it can cause a singular clunking noise. Owners have found tightening or replacing the shaft stops this.*

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NEED TO KNOW

Fuel pump relays fail, so the engine will turn over, but it won't start. Replacement isn't difficult or expensive, though.



NEED TO KNOW

Water pumps can fail on 1.9 JTD diesels, and when they go they can fling the cambelt off and wreck the engine.

NEED TO KNOW

The 2.4 JTDm and 3.2 JTS engines were offered with front or four-wheel drive – the latter is known as Q4.

BUYER'S GUIDE: Alfa Romeo 159

FROM £2,500 Buy with your eyes open, and pretty exec can be a good pick

AE Richard Dredge

If you're in the market for an executive model, you don't necessarily have to buy something sober and German. Instead, you could opt for an Italian car with sporting flair.

While that might seem like madness, if you've always dismissed the idea of buying an Alfa Romeo because of the company's poor reputation for reliability, maybe it's time you opened up to the idea.

We're not pretending for one minute that the Alfa 159 is as clinically efficient as its more obvious German rivals, but that's rather the point. If you want family transport that stands out from the crowd, puts a smile on your face and will also cost you less money, this could be just the thing.

History

THE 159 saloon replaced the 156 in January 2006 and was available with 1.9, 2.2 or 3.2-litre V6 JTS petrol engines. There were also 1.9 or 2.4-litre JTDm turbodiesel options.

From May 2007, Alfa offered a new entry-level 159 in the shape of the 1.8-litre MPi

petrol model; and at the same point, the Sportwagon five-door estate was also introduced, with identical engine options to the saloon. In October 2007, the Q-Tronic automatic transmission debuted in the 3.2 V6, 1.9 JTDm and 2.4 JTDm – the latter benefits from a power boost to 210bhp, having previously delivered 200bhp.

Then, in August 2009, two excellent new engines appeared: the 200bhp 1750i petrol turbo and a 170bhp 2.0-litre JTDm diesel.

Which one?

THE 2.0 JTDm and 1750 TBi are the best engines, but there's little demand for petrol-powered 159s, so they could be tricky to sell on. Although the 1.9 JTDm is muscular and frugal, it's also most likely to give problems.

The auto is nothing special and it's also less reliable than the manual alternative. The entry-level trim is the Turismo, followed by the Lusso, then the Ti. All cars come with alloy wheels, dual-zone climate control, power folding mirrors, seven airbags, cruise control and electric windows. Lusso spec

adds leather upholstery, automatic lights and wipers, plus parking sensors, while the Ti has sportier trim, 19-inch wheels, lowered suspension and heated front seats.

Alternatives

AUDI'S A4, BMW'S 3 Series and the Mercedes C-Class are the most obvious alternatives. All are more anonymous, but come with a wider choice of engines and bodystyles and are more readily available.

Yet you'll pay significantly more for any of these options, and while you may be rewarded with greater reliability and better build quality, neither can be guaranteed.

If you're after a premium badge on the cheap, you should look to Sweden. Volvo's S60 is comfortable and spacious, but offered as a saloon only, while Saab's 9-3 comes in saloon or estate forms. Neither is

a class leader in any particular area, yet they both offer strong value for money.

Verdict

THE 159 is way ahead of previous Alfas in terms of reliability and build quality, although it's still behind key rivals. Time after time our Driver Power surveys have highlighted the fact that the brand trails its German rivals on quality. But lower prices go some way towards making up for that.

Inconsistent dealer service can be an issue, but a good independent specialist can transform the ownership experience.

Despite Alfa's reputation for sportiness, the 159 isn't that fast. Refinement and equipment levels are good, though. If you're buying with your head, you probably won't be tempted – but if you're buying with your heart, the 159 makes sense.

"If you want family transport that stands out from the crowd, the 159 could be just the thing"



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Performance
0-60mph/top speed
9.4 seconds/130mph



Running costs
47-54mpg (1.9 JTDm)
£80 fill-up



CO₂/tax
138-159g/km
£130-£180



Interior

THE cabin is typically Italian and all the more attractive for it. Even basic cars look superb, while top-spec editions get higher-quality materials. The front seats are comfy and supportive, but the rear is a bit tight on leg and headroom. The boot isn't very spacious, either, with a mere 405-litre capacity.

OUR VIEW

THE 159 placed 170th in our Driver Power 2015 satisfaction survey, having come 129th last year. Its only top 100 category rankings in 2015 were for seat comfort (37th), performance (99th) and handling (100th). At the other end of the spectrum, it scored worst for build quality (186th) and running costs (188th).

YOUR VIEW

STEPHEN Lockett from Milton Keynes, Bucks, owns a 2009 159 1.9 JTDm. He told us: "It's not as polished as the Audi A4 I ran before, but that's why I love it. It's refined, relaxing to drive and looks amazing. Reliability is only so-so, but finding a good independent specialist makes life much easier and can really slash running costs, too."

Turbo

ON cars that haven't had regular oil changes, the turbochargers can cause issues. Plus, the dual-mass flywheel fails on cars used for stop-start driving.



John Colley

Front tyres

FRONT tyres don't last long, and this is often because the steering geometry is out. The front upper wishbone bushes also wear out, adding to the problem.



Steering racks

SOME steering racks can last as little as 60,000 miles before they have to be replaced. Look for signs of fluid leaks and feel for heavy steering.



Gearbox

IF the gearchange is notchy, you'll just have to live with it. The manual box itself is strong enough, but the shift action isn't especially satisfying.



How much?

II	10	09	57	06
2011	2010	2009	2008	2006

Model

1750 TBi Turismo	£7,295	£6,250	£5,195	N/A	N/A
1.9 JTSturismo	N/A	£4,575	£3,850	£2,925	
2.2 JTSturismo	£7,325	£6,350	£5,350	£4,450	£3,350
3.2 JTSturismo	£8,650	£7,495	£6,595	£5,495	£4,150
1.9 JTDM 150 Turismo	£7,275	£6,295	£5,295	£4,425	£3,325
2.0 JTDM 170 Elegante	£7,395	£6,895	£5,795	N/A	N/A
2.4 JTDM Lusso	£8,795	£7,550	£6,375	£5,295	N/A

THERE are twice as many saloons available as estates, and just one in seven 159s has a petrol engine. Over 90 per cent of cars available are fitted with a manual gearbox. Saloons that have covered over 150,000 miles start at £2,500, but for less than £3,500, you can secure something with under 100,000 miles on the clock.

Few estates have covered over 100,000 miles, which is why prices for these start at closer to £4,000. Most autos are priced from £5,000. You can pay more than twice this for a late, low-mileage saloon, though.

Running costs

Model	Fuel economy	CO ₂ emissions	Annual road tax
1750 TBi	26	34mpg	189g/km
1.8 MPI	18	36mpg	181g/km
1.9 JTSturismo	20	32mpg	205g/km
2.2 JTSturismo	22-24	30mpg	221g/km
3.2 JTSturismo	29-30	24mpg	273g/km
1.9 JTDM	18-21	47.5-54mpg	138-159g/km
2.0 JTDM	22-24	52mpg	142g/km
2.4 JTDM	26-27	35-41mpg	179-210g/km

*Road tax costs £290 if registered before 23 March 2006

ALL 159s need an oil and filter change every year, but a full service is required only every two years. Diesel-engined 159s can go for up to 21,000 miles between check-ups, while petrol-engined editions cut this to 18,000 miles. A full service costs around £250.

There's no requirement to change the coolant at any set point, but it's checked at each service. Fresh brake fluid is required every two years, at £45, while the 1.8 MPI, 1.9 JTDM and 2.4 JTDM engines have a cambelt. This needs replacing every four years or 60,000 miles.

Partwatch

Part	Dealer price	Independent price
Front brake pads (axle set)	£89.35	£39
Front brake discs (pair)	£187.37	£78
Door mirror glass (electric)	£30.08	£12
Front wiper set	£47.76	£27.10

Prices for a 2010 159 1.9 JTDM. Dealer figures supplied by Chris Variava in Nottingham (www.nottinghamalfaromeo.co.uk). Independent prices from Euro Car Parts (www.eurocarparts.com).

Recalls

ALFA Romeo has recalled the 159 four times. The first, in March 2007, related to the roof bars on cars built from July 2005 up to that date. Models made from March 2005 to February 2007 were recalled in July 2007 due to oil leaks.

Some 159s produced in October and November 2007 were fitted with faulty brake hoses, which could lead to failure; they were recalled in December 2007. Another brake issue led to the final recall, in 2009, which affected cars made between November 2006 and November 2007.

Contacts

Official

www.alfaromeo.co.uk

Forums

www.aoc-uk.com

www.alfabb.com

www.alfaowner.com

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RELIABILITY

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Philippa Howes, E-mail

Contact: Lawrence_Allan@dennis.co.uk



THE STYLISH CHOICE



Kia Picanto

FOR: Smart styling inside and out, warranty
AGAINST: Lacklustre engine, firm ride

THE second-generation Kia Picanto was a big leap forward from its predecessor. Not only does it look sharp inside and out, but quality has improved and it feels more grown-up, too. Plus, there's more space inside than in the Citroen C1 and it isn't bad in town.

Yet the slow steering, sharp clutch and firm ride disappoint, as does the 1.0-litre engine, which feels underpowered on faster roads. A 61-plate Picanto 1 with air-con and 38,000 miles is yours for £3,895.



THE Picanto has the nicest cabin in terms of design and quality, with an intuitive layout and decent level of equipment. There's also enough room in the back for two adults, and the boot is a similar size to the i10's.



KIA'S excellent seven-year warranty gives great peace of mind, although the Picanto has a strong reliability record anyway. Problems with sticking rear brake calipers are common and clutches can wear quickly, as in the Hyundai.

THE SIMPLE CHOICE



Citroen C1

FOR: Funky design, handling, user-friendly
AGAINST: Least refined, cramped and basic

CITROEN'S C1 was part of a joint venture to shake up the city car class in 2006, which also produced the Peugeot 107 and Toyota Aygo. All three have since been replaced, but the C1's now the cheapest, and appeals with its cheeky styling and simple cabin.

Don't expect a refined drive, as the car is noisy and basic, but it's also light and agile with a willing engine. It's also very frugal and cheap to own. We found a 2012 VTR with 50,000 miles for £3,695.



CITROEN shows its age inside. Although the cabin is very easy to get on with, it's far from luxurious and the plastics are a bit cheap. It's also cramped in the back, while the 139-litre boot is tiny by any standards.



THE C1 has been around the longest here, but again the simple design makes for strong reliability. Many cars get abused by careless owners or hire companies, so check that the clutch and brakes operate smoothly.

THE SENSIBLE CHOICE



Hyundai i10

FOR: Grown-up drive, lots of space, quality
AGAINST: Bland exterior looks mirrored inside

THE previous-generation Hyundai i10 doesn't have the Kia or Citroen's kerb appeal, but it excels in other areas. Beneath the humble exterior is a surprisingly practical interior, with a usable boot and plenty of headroom. The plain-looking dash has lots of kit, too.

It's the most comfortable model here, while the refined 1.2-litre engine has enough power for most situations. Our search unearthed a 62-plate 1.2-litre Classic with 31,000 miles on the clock for £3,795.



INSIDE, the Hyundai doesn't look or feel that exciting, but it's usable and the layout is simple and intuitive. There's also plenty of space and light, while the 225-litre luggage capacity is a decent size compared to its competitors'.



THE i10's five-year warranty trails the Kia's, but Hyundai's deal is over an unlimited mileage and covers more items. Early models suffered premature clutch wear, although this was fixed in later cars and most have been replaced.



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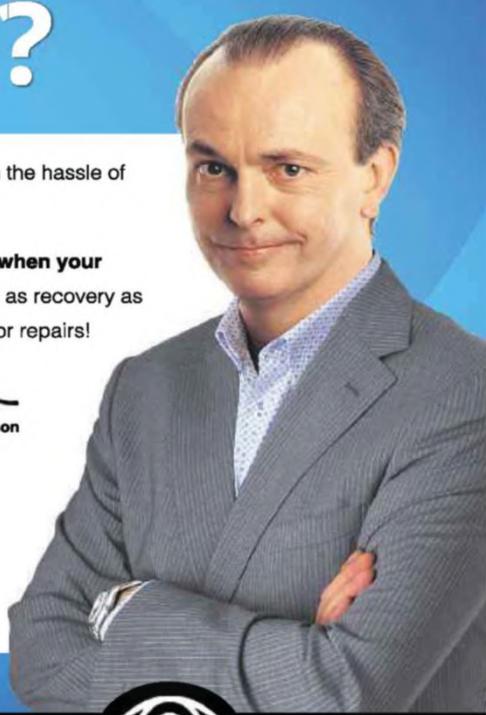

Designed by Quentin Willson



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Kings of the hill

These cars go about blending off-road ability and practicality differently. Which would we buy used?

CX-5's interior is well built and logically laid out



Mazda CX-5

51.4mpg (official)
£64 fill-up



CX-5 2.2D (175) Sport auto 4WD

Years: 2012 to date Engine: 2.2-litre 4cyl, 173bhp
Insurance group: 23 Econ/CO₂: 51mpg/144g/km

Why? Mazda's mid-size crossover blends sharp looks, an enjoyable drive and some off-road ability.

Prices from: £12,495

MAZDA'S CX-5 is one of our favourite cars in the ever-popular crossover class. Although different in concept to the VW Passat Alltrack, it's talented and offers a similar set of skills.

The smart exterior design isn't quite matched by the cheap-feeling cabin, but it's still well built and laid out with a sporty feel. Space is good in the front and back, too, yet the boot is 100 litres down on the Passat's load bay. Plus, there's lots of kit in the top-spec Sport model.

Even with the automatic gearbox in our test car, the Mazda's powerful diesel is significantly faster and more responsive than the Passat's unit; the duo are similarly refined, however. There's more body roll, but the CX-5 still feels agile and involving to drive, even though the ride is a touch firmer. Better ground clearance also means it's more usable off-road, and there are no efficiency penalties with the auto.

The CX-5 finished a reasonable 56th in our Driver Power 2015 satisfaction survey, yet 87th for reliability isn't particularly strong.



Mazda offers plenty of rear space, while it's agile and involving to drive, too

1 Mazda CX-5



NEITHER of these cars claims to be brilliant off-road, but it's the Mazda that offers more all-round ability. It's more efficient, faster, nicer to drive on road and owners appear more satisfied with it.



Three adults can comfortably sit in the back of the Passat; car is composed in corners

2 VW Passat Alltrack



THE Passat is a competent and pleasant car, but its age is shown by its mediocre performance, weaker efficiency and more dated styling. Plus, it's not as good value on the used market as the CX-5.

Upmarket Passat cabin is full of top-quality materials



VW Passat Alltrack

49.6mpg (official)
£77 fill-up

Passat Alltrack 2.0 TDI

Years: 2012 to date Engine: 2.0-litre 4cyl, 138bhp
Insurance group: 21 Econ/CO₂: 49mpg/149g/km

Why? VW's Passat is already a solid and classy car, and the Alltrack model adds a bit of ruggedness.

Prices from: £13,995

TOWARDS the end of the previous-generation Passat's life, VW introduced a rugged Alltrack version. The first to carry the name, it adds a raised ride height, body cladding and a part-time four-wheel-drive system for off-roading.

Despite the exterior changes, the older Passat is quite plain to look at compared to the Mazda. The interior is upmarket, however, with an intuitive layout, plus the 603-litre boot trumps the CX-5's by a long stretch.

The Alltrack feels very similar to the standard Passat to drive, albeit with a bit of extra weight that blunts cornering. It's competent and composed, yet the diesel feels a bit sluggish in this company. It's less efficient, too, despite the manual box. And while the Alltrack can tackle muddy lanes with ease, its relative lack of ground clearance holds it back.

The standard Passat disappointed in our Driver Power 2015 satisfaction survey, coming only 166th, but that's likely due to its age. Dual mass flywheels are known to be fragile, though.

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Option to Purchase Fee (inc in final payment)	£10.00
Final Payment (GFV)	£12,452.00
Total Amount of Credit	£20,300.00
Total Amount Payable	£31,916.00
Duration of Agreement (mths)	37
Representative APR	5.9% APR
Interest Rate (fixed)	3.1%

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1. The Alternatives PCP finance plan shown above is only available to customers aged 18 and over, subject to status only through Shogun Finance Ltd T/A Finance Mitsubishi, 116 Cockfosters Rd, Barnet, EN4 0DY. Finance Mitsubishi is part of Lloyds Banking Group. Alternatives figures are based upon an annual mileage of 10,000, excess mileage will be chargeable. The Guaranteed Future Value (GFV) is subject to the vehicle being returned on time, in good condition (fair wear and tear accepted), within the permitted maximum mileage and all the required payments having been made. Final payments (GFV) and monthly repayments may vary dependent upon date of registration and mileage, examples are a guide. Full written quotations are available upon request. Offer is only applicable in the UK (excludes Channel Isles & I.O.M) and may be withdrawn at any time. Offer available between 27th June to 28th September 2015. 2. Official EU MPG test figure shown as a guide for comparative purposes and may not reflect real driving results. 3. Congestion Charge application required, subject to administrative fee. 4. 32 mile EV range achieved with full battery charge. 510 miles achieved with combined full battery and petrol tank. Actual range will vary depending on driving style and road conditions. 5. CO₂ Emissions: 44 g/km.

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

ECONOMY AND EMISSIONS: The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO₂. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-in Car Grant.

Spotted an error? Email: dean_gibson@dennis.co.uk

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

ECO BAND: New cars fall into 13 CO₂ bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

BAND A: Up to 100g/km CO₂ (road tax exempt) **BAND G:** 151-165g/km CO₂ (£180/£180)
BAND B: 101-110g/km CO₂ (exempt/£20) **BAND H:** 166-175g/km CO₂ (£295/£295)
BAND C: 111-120g/km CO₂ (exempt/£30) **BAND I:** 176-185g/km CO₂ (£350/£325)
BAND D: 121-130g/km CO₂ (exempt/£110) **BAND J:** 186-200g/km CO₂ (£490/£4265)
BAND E: 131-140g/km CO₂ (£130/£130) **BAND K:** 201-225g/km CO₂ (£640/£290)
BAND F: 141-150g/km CO₂ (£145/£145) **BAND L:** 226-255g/km CO₂ (£870/£490)
BAND M: Over 255g/km CO₂ (£1100/£505)

EURO NCAP RATING: At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

CONTACT DETAILS: We've listed the manufacturer's website and brochure hotline, and also show how many franchised UK dealers there are for each marque.

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
ABARTH						
www.abarthcarsuk.com / Brochure: 00800 2227 8400 / Dealers: 25						
Warranty: 3 years/60000 miles						
500 - 3657x1627mm, EURO-NCAP N/A						
DRIVER POWER POS: 87th						
1.4 T-jet 500	G	43.5	7.9	155 27	£14560	
1.4 T-jet 595 Turismo	G	43.5	7.4	155 28	£17990	
1.4 T-jet 595 Competizione	G	48.7	6.7	155 28	£19880	
1.4 T-jet 695 Biposto	G	43.5	5.9	155 38	£32990	
500C/595C: add £1800, auto: add £1265						

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
ALFA ROMEO						
www.alfaromeo.co.uk / Brochure: 00800 2532 0000 / Dealers: 46						
Warranty: 3 years/unlimited miles						
MiTo - 4063x1720mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 155th						
1.3 JTDM-2 (85) Progression	A	80.7	12.9	90 11	£14405	
1.3 JTDM-2 (85) Junior	A	80.7	12.9	90 11	£15505	
1.3 JTDM-2 (85) Distinctive	A	80.7	12.9	90 11	£16745	
1.6 JTDM-2 (120) Distinctive	C	65.7	9.9	112 19	£17910	
0.9T TwinAir (105) Progression	A	67.2	11.4	99 13	£18360	
0.9T TwinAir (105) Junior	A	67.2	11.4	99 13	£18496	
0.9T TwinAir (105) Distinctive	A	67.2	11.4	99 13	£18616	
1.4 TB MultiAir (78) Progression	D	50.4	13.0	130 9	£12760	
1.4 TB MultiAir (140) TCT D'vive	D	52.3	8.1	124 22	£17710	
1.4 TB MultiAir (170) Q'foglio Verde	D	52.3	7.3	124 22	£20390	
QV Line: add £750 to Distinctive (not 1.3 JTDM-2)						

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
Giulietta - 4351x1798mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 69th						
1.6 JTDM-2 (105) Business	B	70.6	11.3	104 10	£19060	
1.6 JTDM-2 (105) Progression	B	70.6	11.3	104 10	£19500	
1.6 JTDM-2 (105) Distinctive	B	70.6	11.3	104 10	£20750	
2.0 JTDM-2 (150) Business	B	67.3	8.8	110 23	£20380	
2.0 JTDM-2 (150) Distinctive	B	67.3	8.8	110 23	£21930	
1.4 TB (120) Progression	F	44.1	9.4	148 17	£18450	
1.4 TB (120) Distinctive	F	44.1	9.4	148 16	£19700	
1.4 TB MultiAir (150) Sprint	E	49.6	8.2	131 20	£20700	
1.4 TB MultiAir (170) TCT Business	C	55.4	7.6	119 23	£20900	
1.4 TB MultiAir (170) TCT Distinctive	E	49.6	7.6	131 23	£21200	
1.7 (240) TCT Q'foglio Verde	G	40.4	6.0	162 25	£22830	
Exclusive: add £1750 to Distinctive, QV Line: add £3500 to Distinctive, auto: add £2160 to 2.0 JTDM-2, £1295 to 1.4 TB (170) -						

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
4C - 3989x2090mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.75T TCT 4C	G	41.5	4.5	157 N/A	£51500	
4C Spider: add £8000						

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
ALPINA						
www.bmwalpina.co.uk / Brochure: 0115 934 1414 / Dealers: 18						
Warranty: 2 years/unlimited miles						
D3 - 4628x1811mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 auto D3 Bi-Turbo 4dr	E	53.3	4.6	139 50	£46950	
3.0 auto D3 Bi-Turbo Touring	F	52.3	4.6	142 50	£46950	

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
B3 - 4628x1811mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 auto B3 Bi-Turbo 4dr	I	37.2	4.2	177 49	£54950	
3.0 auto B3 Bi-Turbo Touring	I	36.7	4.3	179 49	£56950	

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
D5 - 4913x1860mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 auto D5 Bi-Turbo 4dr	G	47.9	5.1	155 47	£66950	
3.0 auto D5 Bi-Turbo Touring	G	45.6	5.3	163 47	£66950	

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
B5 - 4905x1860mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
4.4 V8 auto B5 Bi-Turbo 4dr	L	26.9	4.5	244 N/A	£75150	
4.4 V8 auto B5 Bi-Turbo 4dr	L	28.5	4.6	230 N/A	£98800	

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
B7 - 5092x1902mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
4.4 V8 auto B7 Bi-Turbo 4dr	L	28.5	4.6	230 N/A	£98800	
4.4 V8 auto B7 Bi-Turbo 4dr	L	28.5	4.6	230 N/A	£98800	

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
XD3 - 4651x1901mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 auto XD3 Bi-Turbo	H	42.8	4.9	174 50	£56450	
3.0 auto XD3 Bi-Turbo	H	42.8	4.9	174 50	£56450	

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
D4 - 4640x1825mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 auto D4 Bi-Turbo Coupe	E	53.3	4.6	139 49	£50950	
3.0 auto D4 Bi-Turbo Convertible	G	47.9	5.0	156 49	£54950	

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
B4 - 4640x1825mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 auto B4 Bi-Turbo Coupe	I	37.2	4.2	177 49	£58950	
3.0 auto B4 Bi-Turbo Convertible	J	35.3	4.5	186 49	£62950	

	Eco band	MPG	0-60mph	CO₂	Insurance group	List price

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Eco band	MPG	0-60mph	CO ₂	Insurance group	List price	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
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Flying Spur - 5299x1924mm, EURO-NCAP N/A DRIVER POWER POS: N/A											
4.0 V8 auto Flying Spur	L	25.9	4.9	254	50	£186915					
6.0 W12 auto Flying Spur	M	19.0	4.3	343	50	£147145					

Mulsanne - 575x1926mm, EURO-NCAP N/A DRIVER POWER POS: N/A											
6.75 V8 auto Mulsanne	M	16.8	5.1	393	50	£230505					
6.75 V8 auto Mulsanne Speed	M	19.3	4.8	342	50	£253345					

Continental - 4804x1916x1945mm, EURO-NCAP N/A DRIVER POWER POS: N/A											
6.0 W12 auto GT	M	19.5	4.3	338	50	£140845					
6.0 W12 auto GT Speed	M	19.5	4.0	338	50	£157845					
4.0 V8 auto GT	L	26.7	4.6	246	50	£130915					
4.0 V8 auto GT S	L	26.7	4.3	246	50	£139915					
4.0 V8 auto GT3-R	M	22.3	3.6	295	50	£238645					
Continental GTC: add £13000 to V8, £20,225 to V8S, £15300 to Speed, £13800 to W12											

BMW											
www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153											
Warranty: 3 years/unlimited miles											
B - 3999x1775mm, EURO-NCAP											
DRIVER POWER POS: N/A											
eDrive auto B	A	N/A	7.2	0	21	£30680					
eDrive auto B Range Extender	A	470.8	7.9	13	21	£33830					

1 Series - 4324x1765mm, EURO-NCAP											
DRIVER POWER POS: 101st											
1.6 118i SE 3dr	D	52.3	8.5	125	18	£20245					
1.6 118i Sport 3dr	D	52.3	8.5	125	18	£21245					
1.6 120i Sport 3dr	E	48.7	7.4	136	21	£23295					
2.0 125i M Sport 3dr	G	42.2	6.4	157	28	£26375					
3.0 M135i 3dr	J	35.3	5.1	187	37	£31195					
1.5 116d ED 3dr	A	83.1	10.4	85	15	£20230					
2.0 118d SE 3dr	B	70.6	8.3	104	19	£22325					
2.0 118d Sport 3dr	B	70.6	8.3	104	19	£23325					
2.0 120d Sport 3dr	C	65.7	7.1	114	24	£24775					
2.0 auto 125d M Sport 3dr	D	61.4	6.3	121	30	£29800					
Auto: add £1490-£1685, M Sport: add £330, M Sport: add £1700-£1830											

3 Series - 4624x1811mm, EURO-NCAP											
DRIVER POWER POS: 51st											
2.0 118i SE	D	52.3	8.9	124	23	£24975					
2.0 318i Sport	D	52.3	8.9	124	23	£25275					
2.0 320i SE	E	48.7	7.3	134	30	£27255					
2.0 320i Sport	E	48.7	7.3	134	30	£27555					
2.0 320i M Sport	E	47.9	7.3	131	31	£29555					
2.0 330i M Sport	G	43.5	5.9	151	36	£32805					
2.0 340i M Sport	I	36.7	5.5	179	38	£38125					
2.0 316d SE	B	68.9	10.9	102	20	£27435					
2.0 318d Sport	C	67.3	9.0	111	24	£28685					
2.0 318d Sport	C	67.3	9.0	111	24	£28805					
2.0 320d SE	C	67.3	7.5	111	31	£29785					
2.0 320d Sport	D	73.5	7.5	111	31	£30085					
2.0 320d EfficientDynamics Plus	B	72.4	8.0	102	31	£30845					
2.0 318d M Sport	C	64.2	9.0	116	25	£30985					
2.0 320d EfficientDynamics Sport	B	68.9	8.0	103	20	£32085					
2.0 320d M Sport	C	64.2	7.5	116	32	£32085					
2.0 330d M Sport	E	56.5	5.6	131	38	£37415					
2.0 330d M Sport XDrive	K	51.4	4.8	145	43	£40330					
3.0 330d M Sport XDrive	K	32.1	4.3	204	45	£46595					
Auto: add £1730-£1420, xDrive: add £1550, 3 Series Touring: add £1900-£1340, Sport: add £1000 to SE, Luxury: add £200 to M Sport (not 335d)											

3 Series Gran Turismo - 4824x1828mm, EURO-NCAP N/A DRIVER POWER POS: 51st											
DRIVER POWER POS: 51st											
2.0 320i SE	G	42.2	7.9	155	31	£29905					
2.0 320i Luxury	G	42.2	7.9	155	31	£31905					
2.0 328i SE	G	41.5	6.1	157	35	£31105					
2.0 328i M Sport	G	41.5	6.1	157	35	£31510					
3.0 335i Luxury	J	34.9	5.7	189	38	£40565					
3.0 318d SE	D	61.4	9.7	122	24	£1275					
3.0 318d Sport	D	61.4	9.7	122	24	£13275					
3.0 320d SE	D	57.6	8.0	130	30	£13275					
3.0 320d Sport	D	57.6	8.0	130	30	£13475					
3.0 325d SE	E	54.3	7.1	138	34	£14305					
3.0 325d M Sport	E	54.3	7.1	138	34	£14405					
3.0 325d Luxury	E	54.3	7.1	138	34	£16305					
3.0 auto 330d SE	E	54.3	5.7	137	40	£17705					
3.0 auto 330d Luxury	E	54.3	5.7	137	40	£19705					
3.0 auto 335d xDrive Luxury	F	49.6	4.9	149	42	£44120					
Auto: add £1410-£1550, xDrive: add £1500 to 320d SE or £4700 30d SE											

5 Series - 4907x1890x1805-1901mm, EURO-NCAP											
DRIVER POWER POS: 47th											
2.0 320i SE	F	44.1	7.9	149</td							

	Eco band	MPG	60mph	CO ₂	Insurance group	List price
2.0 eDrive20i	G	41.5	6.9	159 38	E29840	
2.0 eDrive28i M Sport	G	41.5	5.7	159 40	E37390	
3.0 eDrive35i M Sport	K	30.1	5.2	219 41	E43005	
3.0 DCT eDrive35iS	K	31.4	4.8	210 43	E59590	
Auto: add £1890, M Sport: add £3885 to 18i, £3165 to 20i models						

6 Series - 4894x1894mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 auto 640i SE	I	37.2	5.3	176 47	E0630
3.0 auto 640d SE	F	52.3	5.3	143 48	E2285
4.4 V8 auto 650i Sport	K	32.1	4.6	206 50	E69790
4.4 V8T DCT M6	L	28.5	4.2	231 50	E92350
Convertible: add £4700 to £5900, Gran Coupe: same price as Coupe, M Sport: add £3600 to SE, add £2600 to Sport					

i8 - 4689x1942mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.5 TII eDrive auto i8	A	113.0	4.4	59 50	E9895
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CATERHAM

www.caterhamcars.com / Brochure: 01833 337700 / Dealers: 2

Warranty: 3 years/unlimited miles

Seven - 3100-3300x170-1505mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

0.6T 160	C	57.6	6.5	114 N/A	E18995
1.6 270		N/A	5.0	114 N/A	E22995
2.0 360		N/A	4.8	114 N/A	E26995
2.0 420		N/A	3.8	114 N/A	E29995
2.0 S/C 620R		N/A	2.8	114 N/A	E40995
5 Pack: add £2995, R Pack: add £3995, 5V chassis: add £2500, DIY Kit: £3000 less than factory build					

CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: N/A

Warranty: 5 years/100000 miles

Camaro - 4837x1917mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.2 V8 Coupe	M	20.0	5.2	329 48	E35345
Auto: add £1500, Convertible: add £5000					
Corvette - 4493x1877mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
6.2 V8 Stingray Coupe	M	23.5	3.8	279 50	E65510
6.2 V8 Stingray Convertible	M	23.1	3.8	283 50	E70070

CITROËN

www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196

Warranty: 3 years/60000 miles

C-Zero - 3475x1475mm, EURO-NCAP ★★★★

DRIVER POWER POS: N/A

64hp auto C-Zero	A	N/A	15.9	0	E21216
CT - 3466x1884mm, EURO-NCAP ★★★★					
DRIVER POWER POS: 960i					
1.0 VTi (68) 3dr	A	68.9	14.3	95 6	E8345
1.0 VTi (68) Feel 3dr	A	68.9	14.3	95 6	E8395
1.0 VTi (68) Flair 3dr	A	68.9	14.3	95 7	E10285
1.0 VTi (68) S/S Flair 3dr	A	74.3	14.3	88 7	E10535
1.2 PureTech (82) Flair 3dr	A	65.7	11.0	99 11	E10635
1.0 VTi (68) ETG Flair 3dr	A	67.3	14.3	96 7	E11185
5dr: add £400 to Feel/Flair 3dr, Aircaps: add £160 to select models					

C3 - 3941x1728mm, EURO-NCAP ★★★★

DRIVER POWER POS: 163rd

1.0 PureTech (68) VT	A	65.7	14.2	99 8	E11075
1.4 HDI (70) VT	A	74.3	13.7	99 10	E13230
1.0 PureTech (68) VTR+	B	64.2	14.2	102 9	E12495
1.2 PureTech (82) VTR+	B	62.8	14.2	107 12	E13515
1.4 PureTech (82) ETG 6 auto VTR+	A	51.4	13.2	99 12	E14135
1.4 HDI (70) VTR+	A	74.3	13.7	99 10	E14590
1.4 e-HDI (90) VTR+	A	81.1	16.2	87 10	E15205
1.2 PureTech (82) Selection	B	62.8	14.2	102 12	E15865
1.6 e-HDI (90) Selection	A	76.3	12.5	98 10	E15740
1.6 VTi (120) auto Exclusive	F	42.8	10.9	150 19	E16250
1.2 PureTech (110) S/S Exclusive	B	60.1	16.0	107 18	E15640
1.6 BlueHDi (100) Exclusive	A	83.1	11.8	87 19	E16790
1.6 e-HDI (90) Exclusive	A	76.3	12.5	98 10	E16240
ETG 6 auto add £620 to e-HDI (90) Exclusive					

DS 3 - 3948x1962x1715-1717mm, EURO-NCAP ★★★★

DRIVER POWER POS: 57th

1.2 PureTech (82) DSign	B	62.8	14.2	104 9	E12865
1.2 PureTech (110) DSStyle	B	60.1	9.6	107 19	E15630
1.2 VTi (120) auto DSStyle	F	43.5	10.9	150 15	E16330
1.6 e-HDI (90) DSStyle	A	76.3	12.5	95 16	E15820
1.6 THP (163) DSStyle Techno	D	50.4	7.5	129 26	E17500
1.6 THP (163) DSStyle	D	50.4	7.5	129 26	E17500
1.6 BlueHDi (120) DS Sport	A	78.5	10.4	94 24	E18320
1.6 THP (163) Ultra Prestige	D	50.4	7.5	129 27	E22900
1.6 BlueHDi (120) Ultra Prestige	A	78.5	10.4	94 24	E23220
Cabrio: add £2460 to e-HDI (90) Exclusive					

C4 - 4329x1789mm, EURO-NCAP ★★★★

DRIVER POWER POS: 98th

1.2 PureTech (110) Touch	B	60.1	10.9	110 16	E14645
1.6 BlueHDi (100) Touch	A	78.5	11.5	95 20	E17545
1.6 BlueHDi (100) S/S Feel	A	85.6	11.5	86 20	E17545
2.0 PureTech (110) S/S Feel	B	58.9	10.8	129 27	E18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95 25	E19145
2.0 BlueHDi (110) Flair	A	74.3	8.8	98 29	E20045
C4 Cactus - 1457x1729mm, EURO-NCAP ★★★★					
DRIVER POWER POS: 48th					
1.2 PureTech (75) Touch	B	61.4	12.9	105 9	E12990
1.2 PureTech (82) Touch	B	61.4	12.9	105 9	E13490
1.2 PureTech (100) Touch	A	83.1	10.7	87 18	E15490
1.2 PureTech (82) ETG Feel	B	61.4	12.9	105 9	E14690
1.2 PureTech (110) S/S Feel	B	65.7	10.6	95 28	E15390
1.2 PureTech (110) S/S Feel	B	60.1	9.3	107 15	E15890

C4 Cactus - 1457x1729mm, EURO-NCAP ★★★★

DRIVER POWER POS: N/A

1.2 PureTech (75) Touch	B	61.4	12.9	105 9	E12990
1.2 PureTech (82) Touch	B	61.4	12.9	105 9	E13490
1.2 PureTech (100) Touch	A	83.1	10.7	87 18	E15490
1.2 PureTech (82) ETG Feel	B	61.4	12.9	105 9	E14690
1.2 PureTech (110) S/S Feel	B	65.7	10.6	95 28	E15390
1.2 PureTech (110) S/S Feel	B	60.1	9.3	107 15	E15890

C4 Cactus - 1457x1729mm, EURO-NCAP ★★★★

DRIVER POWER POS: 48th

1.2 16v (75) Access	E	48.7	14.5	135 2	E8995
1.2 16v (75) Ambience	E	48.7	14.5	135 2	E8795
0.9 TCe (90) Ambience	C	56.5	11.1	116 6	E7995
1.5 dCi (90) Ambience	A	74.3	12.1	99 11	E13995
Laureate: add £1400 to Ambience, Laureate Prime: add £500 to Laureate					

Logan - 4450x1740mm, EURO-NCAP ★★★★

DRIVER POWER POS: 48th

1.2 16v (75) Access	E	48.7	14.5	135 4	E8995
1.2 16v (75) Ambience	E	48.7	14.5	135 4	E7795
0.9 TCe (90) Ambience	C	56.5	11.1	116 9	E8995
1.5 dCi (90) Ambience	A	74.3	12.1	99 11	E13995
Laureate: add £1400					

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
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INFINITI

www.infiniti.co.uk / Dealers: 10

Warranty: 3 years/60000 miles

Q50 - 4790x1820mm, EURO-NCAP: ★★★★

DRIVER POWER POS: N/A

2.2 dQ50 SE	C	64.2	8.5	114	39	£27950
2.2 dQ50 Premium	C	64.2	8.5	114	40	£30500
2.2 dQ50 Sport	C	64.2	8.5	114	40	£32720
3.5 V6 auto Q50 Hybrid	F	45.6	5.1	144	42	£40005

Auto: add £1550 to 2.2d, Executive: add £1920 to SE, Premium

Executive: add £3120 to Premium

Q60 - 4655x1870x1850mm, EURO-NCAP: N/A

DRIVER POWER POS: N/A

3.7 V6 auto Q60 Convertible	M	24.8	6.4	264	48	£45730
3.7 V6 auto Q60 Coupe GT	L	26.9	5.9	246	45	£36780
3.7 V6 auto Q60 Coupe S	L	26.9	5.9	246	45	£38670

3.7 V6 auto Q60 Coupe S Premium

3.7 V6 auto Q60 Coupe S Premium

3.5 V6 auto Q70 Premium Hybrid	F	45.6	5.3	145	43	£42500
3.2 d auto Q70 Premium	D	57.6	8.9	129	35	£32650
3.2 d auto Q70 Sport	D	57.6	8.9	129	35	£35850
3.7 V6 auto Q70 Sport Tech	L	27.2	6.2	235	42	£41400

Tech spec: add £1400 to Premium, £2950 to Sport

Q70 - 4945x1855mm, EURO-NCAP: N/A

DRIVER POWER POS: N/A

3.5 V6 auto Q70 Premium Hybrid	F	45.6	5.3	145	43	£42500
3.2 d auto Q70 Premium	D	57.6	8.9	129	35	£32650
3.2 d auto Q70 Sport	D	57.6	8.9	129	35	£35850
3.7 V6 auto Q70 Sport Tech	L	27.2	6.2	235	42	£41400

Premium spec: add £3598 to GT models

QX70 - 4865x1925mm, EURO-NCAP: N/A

DRIVER POWER POS: N/A

3.0 d6 V6 auto QX70	K	33.2	7.9	224	46	£34488
3.0 d6 V6 auto QX70 GT	K	33.2	7.9	224	46	£38963
3.7 V6 auto QX70 GT	M	25.0	6.4	265	46	£38449

Premium spec: add £3598 to GT models

ISUZU

www.isuzu.co.uk / Brochure: 08464 626 640 / Dealers: 97

3.0 d-Max - 5295x1860mm, EURO-NCAP: N/A
DRIVER POWER POS: N/A

2.5D Eiger Double Cab	J	38.7	N/A	194	9	£24370
2.5D Yukon Double Cab	J	38.7	N/A	194	9	£24242
2.5D Double Double Cab	J	38.7	N/A	194	9	£29938
2.5D Utah Double Cab	J	38.7	N/A	194	9	£26043
Auto: add £1200 to Yukon, Utah						

JAGUAR

www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97

Warranty: 3 years/unlimited miles
XE - 4672x1850mm, EURO-NCAP: N/A
DRIVER POWER POS: N/A

2.0 d (163) SE	A	75.0	7.9	99	22	£29775
2.0 d (163) R-Sport	A	75.0	7.9	99	24	£32325
2.0 d (163) Portfolio	A	75.0	7.9	99	24	£32975
2.0 d (180) SE	B	67.3	7.4	109	25	£30275
2.0 d (180) R-Sport	B	67.3	7.4	109	27	£30625
2.0 d (180) Portfolio	B	67.3	7.4	109	27	£36765
2.0 (180) Portfolio	B	67.3	7.4	109	27	£36765
2.0 (200) auto SE	I	37.7	7.1	179	24	£26995
2.0 (200) auto R-Sport	I	37.7	7.1	179	27	£29745
2.0 (240) auto R-Sport	I	37.7	6.5	179	29	£30905
2.0 (240) auto Portfolio	I	37.7	6.5	179	29	£37435
3.0 S/C (340) auto S	J	34.9	4.5	194	35	£44870
Auto: add £1750 to 2.0d, Prestige: add £1000 to SE						

XF - 4954x1987mm, EURO-NCAP: N/A

DRIVER POWER POS: N/A

2.0 (163) Prestige	B	71.7	8.2	104	N/A	£32300
2.0 (163) R-Sport	B	71.7	8.2	104	N/A	£32400
2.0 (163) Portfolio	B	71.7	8.2	104	N/A	£36400
2.0 (180) Prestige	C	65.7	7.5	114	N/A	£32800
2.0 (180) R-Sport	C	65.7	7.5	114	N/A	£35100
2.0 (180) Portfolio	C	65.7	7.5	114	N/A	£37300
3.0 (300) V6 SE auto S	F	51.4	5.8	144	N/A	£49950
3.0 V6 S/C (340) auto S	J	34.0	5.1	198	N/A	£49950

Auto: add £1750 to 2.0d, Prestige: add £1000 to SE

XJ - 5122-5247x1894mm, EURO-NCAP: N/A

DRIVER POWER POS: 7th

3.0 V6 auto Luxury	F	49.6	5.9	149	48	£58690
3.0 V6 auto Premium Luxury	F	49.6	5.9	149	49	£69725
3.0 V6 auto Portfolio	F	49.6	5.9	149	49	£71625
3.0 V6 S/C auto Portfolio	K	31.0	5.7	224	49	£71485
3.0 V6 S/C auto R-Sport	K	31.0	5.7	224	49	£70685
5.0 V8 S/C auto LWB Autobiography	M	25.5	4.7	264	50	£100000
5.0 V8 S/C auto XJR	M	25.5	4.4	264	50	£32405

Long wheelbase: add £3000 (not XJR), LWB Autobiography: add £8625 to 3.0D R-Sport

F-Type - 4470x1923mm, EURO-NCAP: N/A

DRIVER POWER POS: 34th

3.0 V6 S/C (340) Coupe	L	28.8	5.5	234	50	£51250
3.0 V6 S/C (340) S Coupe	L	28.8	5.3	234	50	£60250
5.0 V8 S/C auto R Coupe	L	26.4	4.0	255	50	£68600

Auto: add £1800 to V6, 4WD: add £850 to V6 S and V8 R, Convertible: add £5485 to all models

JEEP

www.jeep.co.uk / Brochure: 00800 04265337 / Dealers: 73

Warranty: 3 years/60000 miles

Renegade - 4236x1805mm, EURO-NCAP: N/A

DRIVER POWER POS: N/A

1.6 eTorq (110) Sport	F	47.1	11.8	141	8	£16995
1.6 eTorq (110) Longitude	F	47.1	11.8	141	9	£18595
1.6 MultiAir (140) Sport	C	61.4	10.2	140	10	£19795
1.6 MultiAir (140) Longitude	C	61.4	10.2	140	13	£20295
2.0 MultiAir (140) 4WD Longitude	E	55.4	9.5	134	15	£22795
2.0 MultiAir (170) auto 4WD Low Ltd	E	48.7	8.9	151	15	£26595
2.0 MultiAir (170) auto 4WD Trailhawk	G	48.7	8.9	151	15	£27995
Auto: add £1400 to 1.6 MultiAir, Limited: add £2600 to Longitude						

Wangler - 4223x1873mm, EURO-NCAP: N/A

DRIVER POWER POS: N/A

2.8 CRD auto Sahara 2dr	K	34.9	10.6	213	24	£29010
2.8 CRD auto Overland 2dr	K	34.9	10.6	213	25	£31160
2.8 CRD auto Sahara 4dr	K	34.9	10.7	213	24	£28320
2.8 CRD auto Overland 4dr	K	34.9	10.7	213	25	£28320
Wrangler Special Order programme: prices from £29025 to £34445						

Cherokee - 4623x1859mm, EURO-NCAP: N/A

DRIVER POWER POS: N/A

2.0 MultiAir (140) Longitude	E	53.3	10.9	139	26	£25495
2.0 MultiAir (140) Longitude 4x4	E	50.4	12.0	147	46	£27495
2.0 MultiAir (170) 4x4 auto	G	48.7	8.9	154	27	£29995
2.0 MultiAir (170) 4x4 auto	G	29.4	8.9	233	35	£34245
Auto: add £1400						



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	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price	Eco band	MPG	0-60mph	CO ₂	List price
4.7 V8 auto MC Stradale	M	18.2	4.5	360	50	£110135	C	62.8	8.2	117 28	£29775
4.7 V8 Sport	M	18.2	4.7	360	50	£34100	D	50.4	9.3	130 24	£24775
GranCabrio - 4881-4933x1847-1915mm, EURO-NCAP N/A							2.0 auto CLA 250 4MATIC AMG Sport	42.8	6.6	154 35	£33405
DRIVER POWER POS: N/A							2.0T auto CLA 45 AMG	39.8	4.6	161 45	£42270
4.7 V8 auto	M	19.5	5.3	337	50	£98340	Auto: add £1450, AMG Sport: add £200 to Sport, Shooting Brake: add £850, £980, 4MATIC: add £1500 to CLA 220 CDI				
4.7 V8 auto MC	M	19.5	4.9	337	50	£11170					
4.7 V8 auto Sport	M	19.5	5.0	337	50	£109935					
MAZDA											
www.mazda.co.uk / Brochure: 0845 330 2800 / Dealer: 170											
Warranty: 3 years/50000 miles											
2 - 4060x1695mm, EURO-NCAP ★★★★★											
DRIVER POWER POS: N/A											
1.5 (75) SE	B	60.1	12.1	110	13	£11995					
1.5 (75) SE-L	B	60.1	12.1	110	13	£12995					
1.5 (90) SE-L	B	62.8	9.4	105	15	£13995					
1.5 (90) Sport	B	62.8	9.4	105	16	£14995					
1.5 (115) Sport Nav	C	56.5	8.7	117	19	£15995					
1.5D (105) SE-L	A	83.1	10.1	89	15	£15995					
1.5D (105) Sport	A	83.1	10.1	89	15	£16995					
Auto: add £1200 to 1.5 (90)											
3 - 4465x1795mm, EURO-NCAP ★★★★★											
DRIVER POWER POS: 39th											
1.5 (100) SE Sdr	C	55.4	10.8	119	13	£16995					
2.0 (120) SE Sdr	C	55.4	9.3	119	17	£17295					
2.0 (120) Sport Nav Sdr	C	55.4	8.9	119	18	£20195					
2.0 (165) Sport Nav Sdr	E	46.7	8.2	135	22	£21920					
2.2D (190) SE Sdr	D	72.4	8.1	107	23	£19645					
2.2D (190) Sport Nav Sdr	D	72.4	8.1	107	24	£22545					
Auto: add £1200 to 2.0 (120) and 2.2D, Fastback: same price as Sdr (not 1.5, diesel auto), SE-L: add £1500 to SE (not 1.5)											
6 - 4870x1840mm, EURO-NCAP ★★★★★											
DRIVER POWER POS: 49th											
2.0 (145) SE	D	51.4	9.5	129	18	£19595					
2.0 (165) Sport	E	47.9	9.1	135	19	£23495					
2.2D (190) SE	B	68.9	9.0	108	21	£22095					
2.2D (190) Sport	B	68.9	9.0	108	21	£25295					
2.2D (175) Sport	C	62.8	7.8	119	23	£26295					
Auto: add £1300 to 2.0 (145) (not SE), £1200 to 2.2D (not SE), Tourer: add £800-£1000 (not 2.0 (145)), SE-L: add £800 to SE											
5 - 4585x1750mm, EURO-NCAP N/A											
DRIVER POWER POS: N/A											
1.6 Sport Venture	E	54.3	13.7	138	16	£21895					
1.6D Sport Venture	G	49.0	11.0	159	15	£20495					
6 - 4275x1785mm, EURO-NCAP N/A											
DRIVER POWER POS: N/A											
2.0 (120) 2WD SE	E	47.9	9.0	137	17	£17595					
2.0 (120) 2WD SE-L	E	47.9	9.0	137	16	£18095					
2.0 (120) 2WD Sport Nav	E	47.9	9.0	137	16	£20495					
2.0 (150) 4WD Sport Nav	F	44.1	8.7	150	19	£22495					
1.5D (105) SE	B	70.6	10.1	105	15	£18995					
1.5D (105) SE-L	B	70.6	10.1	105	13	£20395					
1.5D (105) Sport Nav	B	70.6	10.1	105	15	£21895					
Auto: add £1200 to (120) petrol, £1300 to AWD Sport Nav Diesel, AWD: add £1500 to Sport Nav Diesel											
5K - 4540x1881mm, EURO-NCAP N/A											
DRIVER POWER POS: N/A											
2.1 auto CLA 220 d AMG Line	D	56.5	8.5	129	43	£46500					
3.0 auto CLS 350 d AMG Line	F	52.3	6.5	142	48	£50695					
3.5 auto CLS 400 d AMG Line	H	38.7	5.3	170	47	£55855					
5.5 V8T MCT AMG CLS 63 S	L	28.5	4.1	231	50	£86510					
Shooting Brake: add £1580 to CLS 220 d, £1450 to CLS 350 d, £500 to AMG CLS 63 S											
5L-Class - 4940x1881mm, EURO-NCAP N/A											
DRIVER POWER POS: N/A											
2.1 auto S 300 h AMG Line L	C	61.4	7.6	120	50	£73375					
3.0 auto S 350 d SE Line L	F	51.4	5.8	146	49	£67995					
3.0 auto S 350 d AMG Line	F	51.4	5.8	151	50	£68990					
3.5 auto S 400 h SE Line L	F	44.8	5.8	147	49	£72020					
3.0 auto S 500 e AMG Line L	A	100.9	5.2	65	49	£89290					
4.6 V8 auto S 500 AMG Line L	K	31.7	4.8	207	50	£89790					
6.0 V12 auto S 600 AMG Line L	M	25.5	4.6	259	50	£142735					
6.0 V12 auto S 600 Maybach L	M	24.1	5.0	274	50	£165710					
5.5 V8T MCT AMG S 63	L	28.0	4.4	237	50	£121690					
6.0 V12T AMG S 65	M	23.7	4.3	279	50	£182750					
Long wheelbase: add £3000 to S 350 d AMG Line, AMG Line L: add £3995 to S 400 h SE Line L											
Citan - 4321-4705x1829mm, EURO-NCAP ★★★★★											
DRIVER POWER POS: N/A											
1.5 108 CDI Travelliner Long	C	65.7	9.4	112	7	£19948					
1.5 109 CDI Travelliner Long	C	65.7	9.4	112	9	£20294					
1.5 111 CDI Travelliner Long	D	64.2	9.4	123	14	£22102					
1.2 112 Travelliner	E	46.3	9.4	140	12	£19666					
Extra Long 7seats: add £2088 to 109 CDI, £1788 to 111 CDI											
V-Class - 4895x1928mm, EURO-NCAP N/A											
DRIVER POWER POS: N/A											
2.1 auto V220 BlueTEC SE	G	45.6	11.8	163	31	£41845					
2.1 auto V250 BlueTEC SE	H	44.9	9.1	166	33	£43520					
2.1 auto V220 BlueTEC Sport	G	45.6	11.8	163	33	£44340					
2.1 auto V250 BlueTEC Sport	H	44.8	9.1	166	37	£46015					
Extra Long: add £1535											
GLA-Class - 4411x1804mm, EURO-NCAP ★★★★★											
DRIVER POWER POS: N/A											
2.1 GLA 200 CDI Sport	C	62.8	10.0	119	25	£26265					
2.1 auto GLA 220 CDI 4MATIC Sport	E	55.4	8.3	132	28	£30645					
2.0T auto GLA 250 4MATIC Sport	C	42.8	7.1	154	33	£30330					
2.0T GLA 45 AMG	H	37.7	4.8	175	44	£44660					
Auto: add £1450, AMG Sport: add £1250 to A200 and A180 CDI Sport, 4MATIC: add £1550 to A250											
B-Class - 4393x1785mm, EURO-NCAP ★★★★★											
DRIVER POWER POS: 118th											
1.6 B 180 SE	D	50.4	9.3	129	19	£21500					
1.6 B 200 SE	D	50.4	8.6	130	22	£22575					
2.1 auto B 220 CDI 4MATIC Sport	D	56.5	8.3	130	19	£28625					
1.5 B 180 CDI ECO SE	A	78.5	11.6	94	15	£22575					
1.5 B 180 CDI ECO Sport	E	78.5	11.6	92	16	£22785					
1.8 B 200 CDI Sport	C	62.8	9.3	118	20	£23860					
2.1 auto B 220 CDI AMG Sport	C	64.2	8.3	118	20	£27760					

3.0 auto G 350 d 4MATIC	M	25.2	9.1	295	50	£87795					
5.5 V8T auto AMG G 63 4MATIC	M	20.5	5.4	322	50	£131675					
E-Class Coupe - 4698x1786mm, EURO-NCAP N/A DRIVER POWER POS: 51st											
2.1 auto E 200 AMG Line	E	47.1	7.8	140	41	£38635					
2.1 auto E 220 BlueTEC AMG Line	E	47.6	8.3	129	40	£39310					
3.0 auto E 250 CDI AMG Line	D	57.7	7.3	129	44	£40930					
2.0 auto E 350 BlueTEC AMG Line	E	54.3	6.2	136	47	£46255					
3.0 auto E 400 AMG Line	G	40.9	7.1	161	46	£46425					
E-Class Cabriolet : add £3370-£3500											
S-Class Coupe - 4698x1786mm, EURO-NCAP N/A DRIVER POWER POS: N/A											
4.6 auto S 500 AMG Line	K	48.6	4.6	219	50	£61955					
5.5 V8T auto AMG S 63	L	47.1	4.2	237	50	£125605					
6.0 V12T auto AMG S 65	M	37.2	4.1	279	50	£183075					
SLK-Class - 4134x1810mm, EURO-NCAP N/A DRIVER POWER POS: N/A											
2.0 SLK 200 AMG Sport	G	43.5	7.0	150	43	£47155					
2.1 auto SLK 250 d	C	70.6	6.6	114	45	£39200					
2.1 auto SLK 250 d AMG Sport	C	70.6	6.6	114	45	£37020					
3.5 auto SLK 300 AMG Sport	E	47.1	5.8	138	45	£38545					
5.5 V8 AMG SLK 55	J	33.6	4.6	195	50	£55390					
Auto: add £1505 to SLK 200											
SL-Class - 4617x1877mm, EURO-NCAP N/A DRIVER POWER POS: N/A											
3.0 V6T auto SL 400 AMG Sport	I	36.7	5.2	179	50	£73575					
4.7 auto SL 500 AMG Sport	K	31.0	4.6	212	50	£81310					
5.5 V8T auto AMG SL 63	L	28.0	4.2	234	50	£114185					
6.0 V12T auto AMG SL 65	M	24.4	4.0	279	50	£173360					
Mille Miglia 417 Ed: add £11760 to SL 400, add £12205 to SL 500											
AMG GT - 4546x1939mm, EURO-NCAP N/A DRIVER POWER POS: N/A											
4.0 V8T (462) DCT AMG GT	K	30.4	4.0	216	50	£97200					
4.0 V8T (510) DCT AMG GT S	K	30.1	3.8	219	50	£110500					
MG											
www.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46 Warranty: 3 years/50000 miles											
MG3 - 4018x1729mm, EURO-NCAP ☆☆☆ DRIVER POWER POS: 10th											
1.5 (100) 3 Time	E	48.7	10.4	136	4	£3999					
1.5 (106) 3 Form	E	48.7	10.4	136	4	£3299					
1.5 (106) 3 Form Sport	E	48.7	10.4	136	4	£3549					
1.5 (106) 3 Style	E	48.7	10.4	136	4	£3999					
MG6 - 4651x1827mm, EURO-NCAP N/A DRIVER POWER POS: 28th											
1.9 DTI-TECH 5 Sdr	C	51.4	8.4	119	17	£13995					
1.9 DTI-TECH 5S Sdr	C	51.4	8.4	119	17	£16195					
1.9 DTI-TECH TL Sdr	C	51.4	8.4	119	17	£17995					
MINI											
www.mini.co.uk / Brochure: 0800 083 6464 / Dealers: 148 Warranty: 3 years/unlimited miles											
MINI - 3821-3850x1727mm, EURO-NCAP ☆☆☆ DRIVER POWER POS: 9th											
1.2 One	B	61.4	9.9	108	20	£13750					
1.2 One D	A	83.1	11.0	89	20	£14890					
1.5 Cooper S	B	52.0	7.9	105	20	£15300					
1.5 Cooper D	A	74.0	9.2	117	16	£16450					
2.0 Cooper S	E	49.0	6.8	139	28	£18655					
2.0 Cooper SD	B	68.9	7.4	106	23	£19450					
2.0 John Cooper Works	G	42.2	6.3	155	29	£23050					
Auto: add £1270 to One, Cooper, Cooper D, add £1500 to Cooper S, add £1330 to JCW, Sdr: add £600 (not One/One D/JCW)											
Clubman - 4253x1800mm, EURO-NCAP N/A DRIVER POWER POS: N/A											
1.5 Cooper	C	55.4	9.1	118	N/A	£19995					
2.0T Cooper S	F	45.6	7.2	144	N/A	£22755					
2.0 Cooper D	B	68.9	8.6	105	N/A	£22665					
Convertible - 3723x1683mm, EURO-NCAP ☆☆☆ DRIVER POWER POS: 145th											
1.6 Cooper	E	49.6	11.1	133	18	£17850					
1.6 Cooper D	B	70.6	10.3	105	19	£18910					
1.6 Cooper S	E	47.1	7.3	139	32	£1050					
1.6 John Cooper Works	H	41.5	6.9	169	36	£25285					
1.6 One	E	49.6	11.3	133	14	£16420					
2.0 Cooper SD	C	62.8	8.7	118	23	£17390					
Paceman - 4110x1789mm, EURO-NCAP N/A DRIVER POWER POS: N/A											
1.6 Cooper	E	47.1	10.4	140	16	£18890					
1.6 Cooper D	C	64.2	10.8	115	15	£2010					
1.6 Cooper S	F	46.3	7.5	143	20	£2359					
2.0 Cooper SD	D	61.4	9.2	122	20	£23070					
1.6 ALL4 John Cooper Works	H	38.2	6.9	172	33	£29440					
Auto: add £1190 to Cooper ALL4, £1260 to Cooper D, £1424 to Cooper S, £1255 to Cooper D, £1220 to Cooper SD											
Coutryman - 4097x1789mm, EURO-NCAP ☆☆☆ DRIVER POWER POS: 113th											
1.6 Cooper	E	47.0	10.5	140	16	£18510					
1.6 Cooper D	C	64.0	10.9	115	16	£19740					
1.6 Cooper S	F	46.0	7.6	143	30	£21890					
1.6 One	E	47.0	11.9	139	12	£16990					
2.0 Cooper SD	D	61.0	9.3	122	20	£22610					
1.6 ALL4 John Cooper Works	H	38.2	7.0	172	33	£28870					
Auto: add £1195 to Cooper ALL4, ALL4: add £1090 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD											
For car insurance you can rely on call 0800 404 8724											

3.0 auto G 350 d 4MATIC	M	25.2	9.1	295	50	£87795					
5.5 V8T auto AMG G 63 4MATIC	M	20.5	5.4	322	50	£131675					
E-Class Coupe - 4698x1786mm, EURO-NCAP N/A DRIVER POWER POS: 51st											
2.1 auto E 200 AMG Line	E	47.1	7.8	140	41	£38635					
2.1 auto E 220 BlueTEC AMG Line	E	47.6	8.3	129	40	£39310					
3.0 auto E 250 CDI AMG Line	D	57.7	7.3	129	44	£40930					
2.0 auto E 350 BlueTEC AMG Line	E	54.3	6.2	136	47	£46255					
3.0 auto E 400 AMG Line	G	40.9	5.1	161	46	£46425					
E-Class Cabriolet : add £3370-£3500											
S-Class Coupe - 4698x1786mm, EURO-NCAP N/A DRIVER POWER POS: N/A											
4.6 auto S 500 AMG Line	K	48.6	4.6	219	50	£61955					
5.5 V8T auto AMG S 63	L	47.1	4.2	237	50	£125605					
6.0 V12T auto AMG S 65	M	37.2	4.1	279	50	£183075					
SLK-Class - 4134x1810mm, EURO-NCAP N/A DRIVER POWER POS: N/A											
2.0 SLK 200 AMG Sport	G	43.5	7.0	150	43	£47155					
2.1 auto SLK 250 d	C	70.5	6.6	114	45	£39200					
2.1 auto SLK 250 d AMG Sport	C	70.6	6.6	114	45	£37020					
3.5 auto SLK 300 AMG Sport	E	47.1	5.8	138	45	£38545					
5.5 V8 AMG SLK 55	J	33.6	4.6	195	50	£55390					
Auto: add £1505 to SLK 200											
SL-Class - 4617x1877mm, EURO-NCAP N/A DRIVER POWER POS: N/A											
3.0 V6T auto SL 400 AMG Sport	I	36.7	5.2	179	50	£73575					
4.7 auto SL 500 AMG Sport	K	31.0	4.6	212	50	£81310					
5.5 V8T auto AMG SL 63	L	28.0	4.2	234	50	£114185					
6.0 V12T auto AMG SL 65	M	24.4	4.0	279	50	£173360					
Mille Miglia 417 Ed: add £11760 to SL 400, add £12205 to SL 500											
AMG GT - 4546x1939mm, EURO-NCAP N/A DRIVER POWER POS: N/A											
4.0 V8T (462) DCT AMG GT	K	30.4	4								

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Eco band	MFG	0-60mph	CO ₂	Insurance group	List price	Eco band	MPG	0-60mph	CO ₂	List price
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RCZ - 4290x1845mm, EURO-NCAP N/A
DRIVER POWER POS: 74th

1.6 THP (156) Sport	F	44.1	8.3	148	27	£22100
1.6 THP (200) GT	G	42.1	7.6	155	33	£26900
2.0 HDI (163) Sport	E	53.2	8.7	139	29	£23950
1.6 THP (270) GT	F	44.8	5.9	145	42	£32000

Auto: add £1140 to 1.6 THP (156), GT: add £2400 to Sport

PORSCHE

www.porsche.co.uk / Brochure: 0845 791 1911 / Dealers: 36
Warranty: 3 years/unlimited miles

Panamera - 4970x1931mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.6 V6 PDK Panamera	J	33.6	6.3	196	46	£63913
3.0 V6 PDK Panamera Diesel	G	44.8	6.4	166	46	£58289
3.6 V6 Panamera 4	K	32.4	6.1	203	47	£57474
3.0 V6 Tipt Panamera S E-Hybrid	A	91.1	5.5	71	50	£84401
4.8 V8 PDK Panamera 5	K	32.5	5.1	204	49	£82439
4.8 V8 PDK Panamera 4S	K	31.7	4.8	208	50	£86080
4.8 V8 PDK Panamera GTS	L	26.4	4.4	249	50	£93391
4.8 V8T PDK Panamera Turbo	L	27.7	4.1	239	50	£108006
4.8 V8T PDK Panamera Turbo S	L	27.7	4.1	239	50	£131152

Macan - 4681x1923mm, EURO-NCAP ★★★★
DRIVER POWER POS: N/A

2.0T PDK Macan	H	39.2	6.9	168	35	£41578
3.0 V6 PDK Macan S	K	32.5	5.4	204	40	£44650
3.0 V6 PDK Macan S Diesel	G	46.3	6.3	159	39	£44636
3.6 V8T PDK Macan Turbo	K	31.7	4.8	208	44	£60994

Cayenne - 4855x1939-1954mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.6 V6 Tiptronic Cayenne	K	30.7	7.7	215	44	£49576
3.0 V6 Tipt Cayenne Diesel	H	42.8	7.3	173	45	£50441
3.0 V6 Tipt Cayenne S E-Hybrid	A	83.1	5.9	79	49	£82099
4.2 V8 Tiptronic Cayenne Diesel	K	35.3	5.4	209	50	£62099
4.8 V8 Tiptronic Cayenne S	K	29.7	5.5	223	48	£60845
3.6 V6 Tiptronic Cayenne GTS	L	28.8	5.2	228	50	£72523
4.8 V8T Tiptronic Cayenne Turbo	M	25.2	4.5	261	50	£93574
4.8 V8T Tiptronic Cayenne Turbo S	M	24.6	4.1	267	50	£118455

Boxster - 4374x4414x1801mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.7 Boxster	J	34.4	5.8	192	40	£39553
3.4 Boxster S	K	32.1	5.1	206	43	£47858
3.4 Boxster GTS	K	31.4	5.0	211	44	£53872
3.4 Boxster Spyder	L	28.5	4.5	230	46	£50459

PDK: add £1782 (E2201 to GTS, not Spyder)

Cayman - 4380x4438x1801mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.7 Cayman	J	34.4	5.7	192	37	£39694
3.4 Cayman S	K	32.1	5.0	206	41	£48783
3.4 Cayman GTS	K	31.4	4.9	211	43	£53597
3.4 Cayman GT4	L	27.4	4.4	238	48	£64451

PDK: add £1782 (E2351 to GTS, not GT4)

911 - 4401x4545x1808-1880mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.6 Carrera	K	31.4	4.8	212	46	£73509
3.6 Carrera 5	K	29.7	4.5	224	47	£83545
3.6 Carrera GTS	K	29.7	4.4	223	47	£91998
3.6 Carrera Cabriolet	K	30.7	5.0	217	49	£82169
3.6 Carrera 4 Cabriolet	L	29.1	4.7	229	50	£82204
3.6 Carrera GTS Cabriolet	L	29.1	4.6	229	50	£99602
3.6 Carrera 4	K	30.4	4.9	219	46	£78365
3.6 Carrera 4S	L	28.5	4.5	234	48	£84040
3.6 Carrera 4 GT	L	28.5	4.4	233	50	£85862
3.6 Carrera 4 Cabriolet	K	29.7	5.1	224	49	£87025
3.6 Carrera 4S Cabriolet	L	28.2	4.7	230	50	£97060
3.8 Carrera 4 GT Cabriolet	L	28.2	4.6	230	50	£104385
3.8 Targa 4	K	29.7	5.2	223	49	£70725
3.8 Targa 4S	L	28.2	4.8	237	50	£70706
3.8 Targa 4 GT	L	28.2	4.7	237	50	£105310
3.8 PDK Turbo	L	29.1	3.2	227	50	£124120
3.8 PDK Turbo Cabriolet	L	28.5	3.3	231	50	£129223
3.8 PDK Turbo S Cabriolet	L	28.5	3.2	231	50	£105087
3.8 PDK Turbo S Exclusive GB Ed	L	29.1	3.1	227	50	£105084
3.8 PDK GT3	M	22.8	3.5	228	49	£100540
4.0 PDK GT3 RS	M	22.2	3.3	296	50	£121297

RENAULT

www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153

Warranty: 4 years/100000 miles

Twizy - 238x124mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

17hp Urban	A	N/A	N/A	0	10	£5895
17hp Technic	A	N/A	N/A	0	11	£7595

Battery hire: £45-£67 per month

Twingo - 3590x1640mm, EURO-NCAP ★★★★
DRIVER POWER POS: N/A

1.0 SCe (70) Expression	B	62.8	12.0	105	2	£9495
1.0 SCe (70) Play	B	62.8	12.0	105	3	£9995
1.0 SCe (70) S&S Dynamique	A	67.3	12.0	95	3	£10995
0.9T TCe (90) S&S Dynamique	A	65.7	12.0	99	8	£11695
0.9T TCe (90) S&S Dynamique S	A	65.7	10.8	99	8	£12545

Battery hire: from £25 per month (included with 'i' models)

Zoe - 4084x1730mm, EURO-NCAP ★★★★
DRIVER POWER POS: 5th

75hp Zoe Expression	A	N/A	13.5	0	15	£13995
75hp Zoe Dynamique Zen/Intens	A	N/A	13.5	0	16	£15195
75hp Zoe I-Expression	A	N/A	13.5	0	15	£18443
75hp Zoe I-Dynam Zen/Intens	A	N/A	13.5	0	16	£20043

Battery hire: from £25 per month (included with 'i' models)

Clio - 4062x1731mm, EURO-NCAP N/A
DRIVER POWER POS: 7th

1.2 16v (75) Expression	D	51.4	15.4	127	8	£12675
0.9T TCe (90) Expression+	D	51.4	15.4	127	8	£13675
1.5 dCi (90) Expression+	A	62.8	12.2	104	9	£13675
1.2 16v (75) Dynamique Nav	A	83.1	11.7	90	13	£14975
1.2 16v (75) Dynamique Nav	D	51.4	15.4	127	8	£13675
0.9T TCe (90) Dynamique Nav	D	62.8	12.2	104	9	£14675
1.5 dCi (90) Dynamique Nav	A	83.1	11.7	90	13	£15975

Auto: add £1130 to 1.6 THP (156), GT: add £2400 to Sport

0.9T TCe (90) Dynamique 5 Nav

1.5 dCi (90) Dynamique 5 Nav

1.2 TCe (110) EDC GT Line

1.6 (200) EDC Renaultsport

1.6 (220) EDC iSport Trophy

Auto: add £1300 to 0.9T TCe (90) Dynamique/Dynamique 5, ECO: add £250 to 1.5 dCi and 900 TCe

Megane - 4295x1808mm, EURO-NCAP ★★★★
DRIVER POWER POS: 5th

1.6 (110) Expression+

1.5 Energy dCi (110) Expression+

1.2 Energy TCe (115) Expression+

1.5 dCi (110) Limited

1.6 (110) Dynamique Nav

1.2 Energy TCe (115) Dynamique Nav

1.5 Energy dCi (110) Dynamique Nav

1.5 Energy TCe (130) Dynamique Nav

1.6 Energy dCi (130) Dynamique Nav

1.2 TCe (110) Dynamique Nav

1.6 VVT (110) XMOD Dynamique Nav

Eco band	MPG	60-mpg	CO ₂	Insurance group	List price
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1.2 TSI DSG SE SC 3dr	D 53.3	9.7	124	12	£14185
1.2 TDI SE Economo 5 SC 3dr	A 80.7	13.9	92	7	£14360
1.6 TDI SE SC 3dr	C 65.7	10.5	112	14	£14910
1.2 TSI I-TECH SC 3dr	C 55.4	9.8	119	15	£13790
1.2 TSI FR SC 3dr	C 55.4	9.8	119	12	£14190
1.4 TSI ACT FR SC 3dr	B 60.1	7.8	109	12	£15495
1.6 TDI FR SC 3dr	C 65.7	10.5	112	14	£15910
2.0 TDI FR SC 3dr	D 60.1	8.2	123	22	£17085
1.4 TSI DSG Cupra SC 3dr	E 47.9	6.9	139	27	£18980
DSG: add £895 to 1.2 TSI FR; 5dr: add £500 to SC; 5T: add £1210, FR Edition: add £600 to 1.4 TSI ACT FR					

Toledo - 4482x1703mm, EURO-NCAP	★★★★★
DRIVER POWER POS: N/A	

1.2 TSI (85) S	C 55.4	11.8	119	10	£14265
1.2 TSI (105) S	C 56.5	10.4	116	13	£15285
1.2 TSI (105) I-TECH	C 56.5	10.4	116	15	£17105
1.6 TDI (122) DSG SE Nav	F 45.6	9.5	146	14	£17965
1.6 TDI (105) Economo 5	B 72.4	10.6	104	15	£17150
1.6 TDI (105) Economo I-TECH	B 72.4	10.6	104	15	£18870
SE Nav: add £1200 to 5 (not 1.2 TSI (85))					

Leon - 4263x1784mm, EURO-NCAP	★★★★★
DRIVER POWER POS: 4th	

1.2 TSI 5 Sdr	C 57.6	9.9	114	12	£16115
1.6 TDI 5 Sdr	A 74.3	10.7	99	13	£17615
1.2 TSI SE Sdr	C 57.6	9.9	114	13	£17235
1.4 TSI SE Sdr	C 54.3	8.2	119	17	£17835
1.6 TDI (105) SE Sdr	A 74.3	10.7	99	13	£18935
1.6 TDI (110) Economo SE Sdr	A 85.6	10.7	87	14	£19925
2.0 TDI (150) SE Sdr	B 68.9	8.4	106	19	£20285
1.4 TSI ACT FR Sdr	C 54.3	8.0	109	20	£20000
1.8 TSI FR Sdr	E 47.1	7.5	139	20	£20775
2.0 TDI (150) FR Sdr	B 68.9	8.4	106	20	£21830
2.0 TDI (184) FR Sdr	C 65.7	7.5	112	26	£22620
2.0 TSI (285) Cupra SC 3dr	F 44.1	5.9	149	24	£25960
2.0 TSI (280) Cupra Sdr	F 44.1	5.8	149	24	£27510
2.0 TDI (150) X-PERIENCE SE	D 57.6	8.7	129	19	£23855
2.0 TDI (184) DSG X-PER SE Tech	E 55.4	7.1	133	23	£28870
DSG: add £1250 to 1.2 TSI (85), 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI SC 3dr; £300 less to 5dr; Leon ST: add £820					

Altea - 4282x1768mm, EURO-NCAP	★★★★★
DRIVER POWER POS: 181st	

1.6 TDI (105) Economo I-TECH	C 62.8	12.2	119	14	£19345
2.0 TDI (140) I-TECH	D 57.6	9.7	129	19	£20145

Alhambra - 4854x1904mm, EURO-NCAP	★★★★★
DRIVER POWER POS: N/A	

2.0 TDI (140) Economo S	F 50.0	10.9	146	18	£25630
2.0 TDI (177) SE Lux	F 50.0	10.9	146	21	£23420
DSG: add £1285; SE: add £1875 to S, SE Lux add £5315 to S					

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Warranty: 3 years/60000 miles

Octavia - 3563x1641mm, EURO-NCAP

1.0 MPI (5) 3dr	B 62.8	14.4	105	1	£8210
1.0 MPI (60) SE 3dr	B 62.8	14.4	105	1	£9060
1.0 MPI (60) Monte Carlo 3dr	B 62.8	14.4	105	1	£10590
1.0 MPI (60) Black Edition 3dr	B 62.8	14.4	105	1	£10090
1.0 MPI (75) Elegance 3dr	A 67.3	13.2	98	2	£10695

AS6 auto: add £305 to SE and Elegance (75); Sdr: add £350, GreenTech: add £360 to SE and Elegance

Fabia - 3992x1732mm, EURO-NCAP	★★★★★
DRIVER POWER POS: N/A	

1.0 MPI (60) S	B 60.1	15.7	106	2	£10600
1.0 MPI (75) S	B 58.8	14.7	108	4	£14660
1.2 TSI (110) DSG S	B 60.1	9.4	109	13	£13740
1.4 TDI (90) S	A 83.1	11.1	88	12	£14090
1.0 MPI (75) SE	B 58.8	14.7	106	5	£12760

1.2 TSI (90) SE
 B 60.1 | 10.9 | 107 | 10 | £13390 |

1.2 TSI (110) SE
 B 58.8 | 9.4 | 110 | 14 | £14040 |

1.4 TDI (90) SE
 A 83.1 | 11.1 | 88 | 12 | £13930 |

1.4 TDI (105) SE
 A 80.7 | 10.1 | 90 | 14 | £16840 |

Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (90), SE: add £850 to SE, Estate: add £1000 to selected models

Rapid - 4483x1766mm, EURO-NCAP	★★★★★
DRIVER POWER POS: 25th	

1.2 (75) S	E 47.9	13.9	137	7	£13190
1.2 TSI (86) S	C 55.4	11.8	119	10	£13980
1.2 TSI (86) SE	C 55.4	11.8	119	10	£14930
1.2 TSI (105) SE	D 52.3	10.3	125	13	£15630
1.2 TSI (105) Sport	D 52.3	10.3	125	13	£15630

1.4 TSI (122) DSG SE
 E 48.7 | 9.5 | 134 | 16 | £17425 |

1.6 TDI (105) SE
 C 64.2 | 10.4 | 116 | 16 | £17380 |

1.2 TSI (105) Elegance
 D 40.9 | 10.3 | 125 | 13 | £16380 |

1.6 TDI (105) Elegance
 C 50.4 | 10.4 | 114 | 15 | £18130 |

1.6 TDI (90) GreenLine
 A 74.3 | 12.0 |
td="119" 99 13 £17815

Rapid Spaceback: add £540, GreenTech: add £250 to 1.2 TSI (86), 1.4 TDI (105) and 1.6 TDI (105) SE and Elegance models

Octavia - 4659x1814mm, EURO-NCAP	★★★★★
DRIVER POWER POS: 11th	

1.2 TSI (110) S	C 57.7	10.2	114	13	£16285
1.6 TDI (110) S	A 74.3	10.6	99	13	£18300
1.2 TSI (110) SE	C 57.7	10.2	114	18	£17635
1.4 TSI (150) SE	C 55.4	8.1	118	18	£18810
1.6 TDI (110) SE	A 74.3	10.6	99	13	£19650

2.0 TDI (150) SE
 D 70.6 | 10.6 | 124 | 20 | £20535 |

1.4 TSI (140) SE L
 C 55.4 | 8.1 | 118 | 18 | £20510 |

1.6 TDI (110) SEL
 A 74.3 | 10.4 | 99 | 14 | £21350 |

2.0 TDI (150) SEL
 B 70.6 | 8.4 | 106 | 22 | £22235 |

1.8 TSI (180) Laurin & Klement
 E 47.9 | 7.3 | 135 | 25 | £26465 |

2.0 TDI (150) Laurin & Klement
 B 70.6 | 8.4 | 106 | 22 | £26465 |

2.0 TDI (184) GreenLine III
 A 80.7 | 10.6 | 90 | 15 | £20225 |

2.0 TDI (220) VRS
 F 45.6 | 8.8 | 142 | 29 | £28380 |

2.0 TDI (150) 4x4 Scour
 D 58.9 | 9.1 | 125 | 29 | £25405 |

2.0 TDI (184) 4x4 Scour
 D 56.5 | 7.8 | 129 | 22 | £28200 |

Eco band	MPG	g/km	CO ₂	Insurance group	List price
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1.4 (150) S **E** 47.9 8.5 139 15 £16995
Start/Stop: add £295 to 1.2 VVT, 1.4 VVT (100), Glam: add £1395, Slam: add £1895, Adam Rocks Air: add £1000 to Adam Rocks

Corsa - 4021x1736-1746mm, **Euro-NCAP** ★★★★
DRIVER POWER POS: N/A

1.2 (70) Life 3dr **D** 52.3 16.0 126 2 £10900
1.4 (90) Life 3dr **D** 54.3 13.2 121 6 £11245
1.3 CDTi (75) S/S ecoFLEX Life 3dr **A** 47.4 14.8 100 6 £13150
1.2 (70) Sting 3dr **D** 53.3 16.0 124 2 £8995
1.4 (90) ecoFLEX 3dr **C** 55.4 13.2 119 6 £9340
1.0T (115) S/S ecoFLEX 3dr **C** 57.6 10.3 114 11 £10825
1.0T (115) S/S ecoFLEX 3dr **R** 3dr **C** 57.6 10.3 114 11 £10995
1.2 (70) Excta 3dr **D** 53.3 16.0 124 3 £11965
1.4 (90) ecoFLEX Excta 3dr **C** 55.4 13.2 119 6 £12310
1.0T (115) S/S ecoFLEX Excta 3dr **C** 57.6 10.3 114 12 £14095
1.2 (70) Limited Edition 3dr **D** 52.3 16.0 126 3 £13805
1.4 (90) Limited Edition 3dr **D** 54.3 13.2 121 7 £14150
1.0T (115) S/S ecoFLEX Ltd Ed 3dr **C** 57.6 10.3 115 13 £15635
1.2 (70) Design 3dr **D** 52.3 16.0 126 3 £10900
1.4 (90) Design 3dr **D** 54.3 13.2 121 6 £11245
1.3 CDTi (75) S/S ecoFLEX Design 3dr **A** 47.4 14.8 100 6 £13150
1.0T (90) S/S ecoFLEX Design 3dr **C** 57.6 11.9 102 9 £12730
1.3 CDTi (75) S/S eFLX Design 3dr **A** 74.3 14.8 100 6 £13150
1.3 CDTi (95) S/S eFLX Design 3dr **A** 55.6 11.9 87 9 £13650
1.2 (70) SRi 3dr **D** 53.3 16.0 124 3 £11595
1.4 (90) SRi 3dr **C** 55.4 13.2 119 6 £11940
1.0T (90) S/S ecoFLEX SRi 3dr **A** 57.6 11.9 100 9 £13425
1.4T (100) S/S ecoFLEX SRi 3dr **C** 55.4 11.9 100 10 £12595
1.3 CDTi (75) S/S eFLX SRi 3dr **A** 76.3 14.8 99 6 £13845
1.3 CDTi (95) S/S eFLX SRi 3dr **A** 88.3 11.9 85 9 £14990
1.6T (205) VXR 3dr **C** 37.7 6.5 174 30 £17995
Auto: add £655 to 1.4 (90) (not Life, Sting, Limited Edition), Sdr: add £500 to 1.0T (70), SRi, X-Line: add £1035 to SRi

Astra - 4290-4419x1753-1814mm, **Euro-NCAP** ★★★★
DRIVER POWER POS: 172nd

1.4 VVT (100) Expression **D** 51.0 14.0 129 9 £12995
1.4 VVT (100) Design **D** 51.0 12.9 129 9 £15250
1.6 VVT (115) Design **F** 45.0 10.9 147 12 £16060
1.3 CDTi (95) ecoFLEX S/S Design **B** 72.0 13.8 104 12 £16835
1.6 CDTi (110) ecoFLEX Design **D** 63.0 11.8 94 15 £17735
1.6 CDTi (110) ecoFLEX Sport **D** 63.0 11.7 107 18 £18330
1.4 VVT (100) Excite **D** 51.0 12.9 129 9 £17755
1.6 VVT (115) Excite **F** 45.0 10.9 147 12 £18565
1.7 CDTi (110) eFLX S/S Excite **D** 63.0 11.8 99 15 £19845
2.0 CDTi (165) Tech Line **C** 63.0 8.5 119 10 £19995
1.4 VVT (100) SRi **D** 51.0 12.9 129 9 £18735
1.6 VVT (115) SRi **F** 46.0 10.3 146 12 £19545
1.4T (140) SRi **E** 48.0 9.0 138 17 £20205
1.6T (180) SRi **G** 42.0 7.9 159 12 £20810
1.6 CDTi (110) ecoFLEX SRi **A** 63.0 11.8 94 15 £21740
1.6 CDTi (110) ecoFLEX SRi **B** 63.0 10.7 104 18 £22335
1.7 CDTi (110) S/S 89 SRi **C** 76.0 11.8 99 15 £21245
2.0 CDTi (165) SRi **C** 63.0 8.5 119 20 £22825
2.0 CDTi (195) S/S Turbo **D** 53.3 7.8 134 26 £24205
Auto: add £1020 to 2.0 CDTi, £1200 to 1.6 VVT, Sports Tourer: add £670 to 1.145, Tech Line: add £1390 to Design, Tech Line GT: add £125 to Tech Line, Elite: add £1695 to SRi (selected models)

Ampera - 4498x1787mm, **Euro-NCAP** ★★★★
DRIVER POWER POS: N/A

1.4 auto Positiv **A** 235.4 9.0 27 20 £28750
1.4 auto Electron **A** 235.4 9.0 27 21 £30495

Insignia - 4842x1856mm, **Euro-NCAP** ★★★★
DRIVER POWER POS: 165th

1.8 VVT (140) Design Sdr **G** 40.4 11.5 164 14 £16479
1.4T (140) S/S Design Sdr **D** 54.3 10.9 123 15 £17394
2.0 CDTi (120) S/S Design Sdr **A** 76.3 11.9 99 15 £18944
2.0 CDTi (130) Design **C** 62.8 11.1 119 16 £18104
2.0 CDTi (140) ecoFLEX Design Sdr **A** 76.3 10.5 129 18 £19194
2.0 CDTi (165) ecoFLEX Design **C** 65.7 9.5 114 20 £19554
1.8 VVT (140) SRi Sdr **G** 40.4 11.5 164 14 £18279
1.4T (140) S/S SRi Sdr **D** 54.3 10.9 123 15 £19194
2.0 CDTi (120) S/S SRi Sdr **A** 76.3 11.9 99 15 £20744
2.0 CDTi (130) SRi Sdr **C** 62.8 11.1 119 16 £19904
2.0 CDTi (140) ecoFLEX SRi Sdr **A** 76.3 10.5 99 19 £20994
2.0 CDTi (165) ecoFLEX SRi Sdr **C** 65.7 9.5 114 20 £21354
2.0 CDTi (195) S/S SRi Sdr **D** 60.1 8.7 125 24 £24814
2.0T (250) S/S VXR Line 3dr **H** 39.2 7.5 169 26 £22449
1.4T (140) S/S Elite Sdr **J** 60.1 8.7 186 15 £21574
1.6T (170) S/S Elite Sdr **E** 47.9 9.2 139 20 £22364
2.0T (250) S/S Elite Sdr **H** 39.2 7.5 169 26 £23609
2.0T (210) S/S Elite Sdr **A** 76.3 11.9 99 16 £23214
2.0T (140) ecoFLEX Elite Sdr **A** 76.3 10.5 99 19 £23374
2.0T (165) ecoFLEX Elite **C** 65.7 9.5 114 20 £23754
2.0T (195) S/S Elite Sdr **D** 60.1 8.7 125 24 £23737
2.8 VXR SuperSport 3dr **L** 27.0 5.6 247 39 £29768
Auto: add £1640 to 2.0 CDTi (110), £1660 to 2.0 CDTi (165), £2010 to 2.0T, Saloon: same price as Sdr (selected models), Sports Tourer: add £1430, Energ: add £2800 to Design, Limited Edition: add £1100 to Energy, SRI, VXR-Line: add £1220 to SRi, SE: same price as SRi, Tech Line: add £2850 to SRi

Meriva - 4280x1812mm, **Euro-NCAP** ★★★★
DRIVER POWER POS: 186th

1.4 VVT (100) Expression **E** 46.3 13.9 140 8 £12625
1.4 VVT (100) S **E** 46.3 13.9 140 8 £16420
1.4T VVT (120) S **E** 47.9 11.5 139 11 £17155
1.3 CDTi (95) ecoFLEX S **D** 57.6 16.9 129 6 £17910
1.7 CDTi (110) auto S **G** 46.3 12.9 160 12 £20340
1.6 CDTi (136) S **E** 46.2 9.9 116 16 £19340
1.4 VVT (100) Tech Line (a/c) **E** 46.3 13.9 140 7 £13995
1.3 CDTi (75) Tech Line (a/c) **E** 57.6 16.9 129 5 £15610
1.4 VVT (100) SE (a/c) **E** 46.3 13.9 140 8 £18445
1.4T VVT (120) SE (a/c) **E** 47.9 11.5 139 14 £19175
1.4T VVT (140) SE (a/c) **G** 46.2 10.3 151 14 £20005
1.7 CDTi (110) auto SE (a/c) **G** 46.3 12.9 160 12 £22360
1.6 CDTi (136) SE (a/c) **G** 64.2 9.9 116 16 £21370
Auto: add £1420 to 1.4T (120) Exclusive, SE, Exclusive: add £670 to S

Zafira Tourer - 4818x1844mm, **Euro-NCAP** ★★★★
DRIVER POWER POS: 79th

1.4T (140) S/S Exclusive **F** 45.0 9.9 148 14 £22680
1.4T (140) S/S **F** 45.0 9.9 148 15 £24020
1.8 VVT (140) ES **H** 39.0 10.9 169 14 £21375
1.8 VVT (140) Exclusive **H** 39.0 10.9 169 14 £22375
1.6 CDTi (136) Exclusive **B** 54.0 11.5 109 11 £25400
2.0 CDTi (110) ES **E** 54.0 11.5 137 11 £22630
2.0 CDTi (130) ecoFLEX S/S ES **G** 63.0 10.6 119 15 £23900
2.0 CDTi (130) ecoFLEX S/S Exclusive **C** 63.0 10.6 119 15 £24300

Eco band	MPG	g/km	CO ₂	Insurance group	List price
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2.0 CDTi (165) S/S Exclusive **E** 54.0 9.1 137 19 £24695
2.0 CDTi (130) ecoFLEX S/S SE **C** 63.0 10.6 119 15 £25475
2.0 CDTi (165) S/S **E** 54.0 9.1 137 19 £26090
2.0 CDTi (130) S/S Turbo SE **E** 54.4 8.5 149 21 £27740
Auto: add £1405 to 1.4T, £1285 to 2.0 CDTi (165), SRI: £45 less than SE, Tech Line: £2225 less than Exclusive, Elite: add £1500 to SE

Mokka - 4280x1777mm, **Euro-NCAP** N/A
DRIVER POWER POS: 88th

1.6 16v (115) S/S Exclusive **G** 43.5 12.2 153 6 £18064
1.4T (140) S/S Exclusive **E** 47.1 9.6 139 12 £18724
1.7 CDTi (130) S/S Exclusive **D** 60.1 9.6 124 13 £19749
Auto: add £930 to 1.4T, £1010 to 1.7 CDTi, 4x4: add £1700, Tech Line: £2000 less than Exclusive, SE: add £2500 to Exclusive

Antara - 4596x1850mm, **Euro-NCAP** N/A
DRIVER POWER POS: N/A

2.2 CDTi (163) Exclusive AWD **H** 43.0 9.9 175 25 £23450
2.2 CDTi (163) Exclusive FWD **H** 45.0 9.9 167 25 £21030
2.2 CDTi (163) SE Nav AWD **H** 43.0 9.9 175 28 £26325
2.2 CDTi (164) SE Nav AWD **H** 43.0 9.6 175 28 £27385
2.4 (167) Exclusive FWD **K** 32.0 10.5 206 20 £24175
Auto: add £1185 to Diamond, Diamond: add £800 to Exclusive diesels

GTC - 4466x1840mm, **Euro-NCAP** ★★★★
DRIVER POWER POS: 172nd

1.4T (120) S/S Sport **E** 48.0 10.9 139 13 £18995
1.4T (140) S/S Sport **E** 48.0 9.9 139 16 £19885
1.6T (200) Sport **H** 39.0 8.3 154 25 £21250
1.7 CDTi (110) S/S Sport **C** 63.0 11.5 119 13 £20850
1.7 CDTi (130) S/S Sport **C** 63.0 10.8 119 13 £21450
2.0 CDTi (165) S/S Sport **D** 59.0 8.5 127 20 £21955
2.0 CDTi (195) S/S Turbo **D** 53.3 7.8 125 27 £24175
2.0T (280) VXR **J** 34.3 5.9 189 35 £27270
SRi: add £1410 to Sport, 109g/km: add £995 to 1.7 CDTi models

Cascada - 4596x1839mm, **Euro-NCAP** N/A
DRIVER POWER POS: N/A

1.4T (140) S/S SE **F** 44.8 10.2 148 20 £23995
1.6T (170) auto SE **H** 39.2 9.2 168 24 £27095
2.0 CDTi (165) auto SE **E** 54.3 9.6 138 23 £26080
2.0 CDTi (165) S/S 5/5 Elite **E** 54.3 9.6 138 23 £27060
Auto: add £100 to SE Elite: add £100 to SE

VXR8 - 4941x1781mm, **Euro-NCAP** N/A
DRIVER POWER POS: N/A

6.2 V8 GT **M** 18.5 4.2 363 50 £54499
6.2 V8 GT auto **M** 18.0 4.2 373 50 £56224

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Warranty: 3 years/60000 miles

up-3540x1641mm, **Euro-NCAP** ★★★★
DRIVER POWER POS: 56th

1.0 (60) Take up 3dr **B** 63.0 14.4 105 1 £8870
1.0 (60) Move up 3dr **B** 63.0 14.4 105 1 £9925
1.0 (75) High up 3dr **B** 60.0 13.2 108 2 £15000
1.0 (75) Club/Street up 3dr **B** 60.0 13.2 108 5 £12110
BEV (82) e-up! Sdr **A** 124.0 10.1 100 £19270
Autos: add £595 to Move up1 and High up1, Sdr: add £375 to 3dr, BEV: add £360 to Move and High up1

Polo - 3970-3972x1682mm, **Euro-NCAP** ★★★★
DRIVER POWER POS: 167th

1.0 (60) 5/3dr **B** 60.1 15.5 106 7 £11250
1.0 (60) S/A/C 3dr **B** 60.1 15.5 106 8 £11970
1.0 (60) SE 3dr **B** 60.1 15.5 106 8 £12585
1.0 (75) SE 3dr **B** 58.9 14.3 108 10 £11910
1.2 TSI (90) SE 3dr **B** 60.1 10.7 129 12 £13730
1.4 TDI (75) SE 3dr **A** 83.1 12.9 88 13 £14795
1.2 TSI (110) SEL 3dr **B** 58.9 9.3 110 19 £16260
1.0 TSI (95) BlueMotion 3dr **A** 68.9 10.5 94 16 £14730
1.4 TDI (75) BlueMotion 3dr **A** 91.1 12.9 82 15 £15795
1.4 TDI (90) SEL 3dr **A** 83.1 10.8 88 16 £16770
1.4 TSI (120) 5dr **B** 58.9 10.5 106 7 £16710
1.6 TDI (140) BlueMotion 3dr **B** 58.9 9.3 110 18 £17860
1.8 TSI (190) GT 3dr **E** 47.1 6.7 139 29 £18850
DSG: add £1415 to 1.2 TSI SE, £1375 to 1.2 TSI SEL, BlueGT; 5dr: add £630, SE Design: add £100 to SE

Beetle - 4272x1808mm, **Euro-NCAP** N/A
DRIVER POWER POS: N/A

1.2 TSI **E** 47.9 10.3 137 10 £15835
1.6 TDI BMT **C** 65.7 11.5 113 11 £17660
1.2 TSI Design **E** 47.9 10.9 137 11 £18230
1.4 TSI Design **G** 42.8 8.3 153 18 £20265
1.6 TDI BMT Design **C** 65.7 11.5 113 12 £20035
2.0 TDI Design **D** 57.6 9.4 129 17 £20735
2.0 TSI Sport **H** 38.2 7.3 169 26 £23315
2.0 TSI Turbo Black/Silver **H** 38.2 7.3 169 26 £24015
DGS: add £1460 to 1.2 TSI, 1.6 TDI, £1600 to 2.0 TDI, £1510 to 2.0 TSI (not base model), Sport: add £1820 to Design (not 1.2 TSI, 1.6 TDI), Beetle Cabrio: add £2525-£3075 to hatch

XL1 - 3880x1655mm, **Euro-NCAP** N/A
DRIVER POWER POS: N/A

0.8 TDI DSG 2dr **A** 313 12.7 21 N/A £98515

Golf - 4255x1799mm, **Euro-NCAP** N/A
DRIVER POWER POS: 30th

1.2 TSI (85) 5/3dr **C** 57.6 11.5 113 7 £17175
1.2 TSI (105) 5/3dr **C** 57.6 10.2 114 11 £18185
1.4 TSI (122) 5/3dr **C** 54.3 8.4 120 14 £18485
1.6 TDI (105) 5/3dr **A** 74.3 10.7 99 12 £19800
1.4 TSI (122) Match 3dr **C** 54.3 8.4 120 14 £19880
1.6 TDI (105) Match 3dr **A** 74.3 10.7 99 14 £20735
1.0 TSI (115) BlueMotion 3dr **H** 65.7 9.7 99 12 £19740
1.6 TDI (110) BlueMotion 3dr **A** 88.3 10.5 82 12 £21015
2.0 TDI (150) Match 3dr **B** 68.9 8.5 106 12 £22250
1.4 TSI (140) ACT GT 3dr **C** 54.3 8.4 112 17 £23195
2.0 TDI (110) GT 3dr **B** 74.3 8.6 106 19 £23700
2.0 TSI (220) GT 3dr **E** 47.1 6.5 139 29 £26580
2.0 TSI (300) R 3dr **G** 40.9 4.5 165 34 £30195
2.0 TDI (184) GTD 3dr **B** 67.3 7.5 109 26 £26015
1.4 TSI (204) PHEV GTE 5dr **A** 166.0 7.6 35 26 £20835
1.5 TSI (180) e-Golf Sdr **A** 110.4 0.1 15 67/0 to 5
DGS: add £1490 to 1.2 TSI, 1.6 TDI, 1.4 TSI, 1.4 TDI GT, 1.2 TDI to Golf R, 5dr: add £655 to 3dr, Golf Estate: add £795, R

Tiguan - 4426-4433x1809mm, **Euro-NCAP** ★★★★
DRIVER POWER POS: 102nd

1.4 TSI (160) BMT S **G** 42.2 8.9 156 18 £21960
1.4 TSI (160) BMT SE **G** 42.2 8.9 156 18 £23995
2.0 TDI (110) BMT S **E** 53.3 11.9 139 14 £22605
2.0 TDI (140) BMT S **E** 53.3 10.2 139 18 £23155
2.0 TDI (140) BMT Match **F** 46.7 10.2 150 18 £28750
2.0 TDI (140) BMT 4MOT R-Line **F** 46.7 10.2 150 18 £27610
2.0 TSI (180) BMT 4MOT Escape **J** 33.2 7.8 193 29 £26485
2.0 TSI (210) 4MOT R-Line **J** 33.2 7.8 193 22 £29180
2.0 TDI (177) 4MOT Match **G** 48.7 8.5 151 19 £27825
2.0 TDI (177) 4MOT R-Line **G** 48.7 8.5 151 19 £27975
DGS: add £1490 to 1.2 TSI,



WEC set for Nürburgring debut

■ Audi vs Porsche battle resumes ■ Calado after GT points



Jani, Lieb and Dumas lead Porsche charge on home soil



Stephen Errity

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AF THE World Endurance Championship (WEC) returns from its post-Le Mans summer break this weekend for its first-ever race at the Nürburgring circuit in Germany.

It's an important home race for VW Group rivals Porsche and Audi, with the latter looking to make amends after Porsche's breakthrough win at the 24 Hours in June.

Audi trio Marcel Fassler, Benoit Treluyer and Andre Lotterer currently lead the WEC standings with 80 points after victories at Silverstone and Spa, plus third at Le Mans.

Porsche's Le Mans-winning crew of F1 driver Nico Hulkenberg, Kiwi Earl Bamber

and Brit Nick Tandy was not a full-season entry, so Audi's main challengers at the Nürburgring will instead be Silverstone runners-up Marc Lieb, Romain Dumas and Neel Jani in the #18 Porsche 919.

The trio lie 23 points behind Fassler, Treluyer and Lotterer, with 25 points on offer for a win in the series' six-hour races.

In the LMP2 class, British duo Matt Howson and Richard Bradley are top of the pile after their Le Mans win for the Hong Kong-based KCMG team. And their efforts will be boosted considerably by the return of Tandy to the car following his outings for Porsche at Spa and Le Mans.

Howson and Bradley have just a four-point lead on their G-Drive Ligier rivals

Gustavo Yacoman, Pipo Derani and Ricardo Gonzalez going into the Nürburgring.

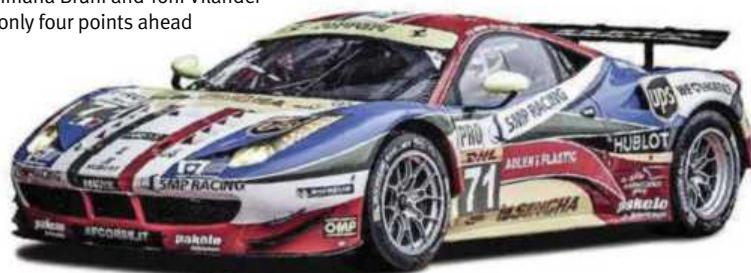
Elsewhere in the LMP2 class, British team Strakka Racing will be debuting its new Gibson chassis following its decision to stop work on the Dome S103 and switch focus to building its own LMP1 car for the 2016 season.

In the competitive GT category, it's a Ferrari one-two in the standings for now, but the class championship leaders Gianmaria Bruni and Toni Vilander are only four points ahead

of their British team-mate James Calado and his Italian co-driver Davide Rigon.

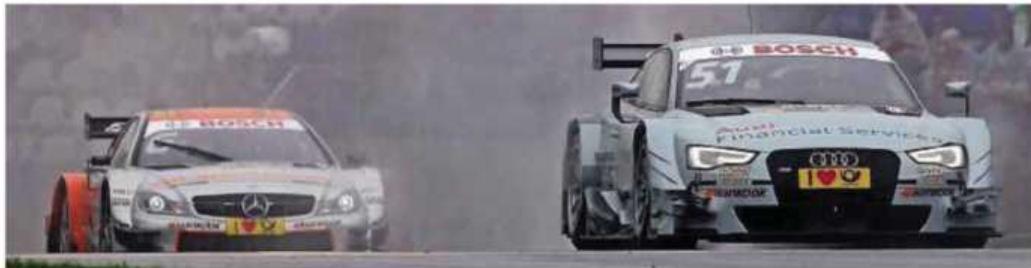
British viewers can catch all the action from the Nürburgring on Motors TV from 11:30am on Sunday – or alternatively view the race online on the WEC app at a cost of £3.99 (or £22.99 for the rest of the season).

TITLE CHASE Brit James Calado and his Italian co-driver Davide Rigon are in the hunt for WEC's GT class crown in their 458



"Audi trio of Fassler, Treluyer and Lotterer currently lead the WEC standings after victories at Silverstone and Spa"

DTM 'war' continues in Moscow



GERMANY'S DTM touring car series travels to Moscow this weekend as the fallout from a highly controversial incident during the last round in Austria continues.

Towards the end of the second race at the Red Bull Ring, Audi's Timo Scheider was baulked by Mercedes' Robert Wickens in an apparent attempt to stop Mercedes

points leader Pascal Wehrlein from losing places. Audi boss Dr Wolfgang Ulrich was heard saying "push him out!" on the radio.

Scheider hit Wickens under braking for the next corner, sending him spinning into Wehrlein's car, taking both Mercedes out.

Although Scheider was excluded from the results post-race, his actions had led

to Wehrlein losing his points lead to Audi's Mattias Ekstrom. Tensions ran high in the paddock afterwards, with Wehrlein saying: "If Audi has to win a championship like this, they've started a big war today."

Heading to Russia, Wehrlein is third, 17 points adrift of Ekstrom, with Briton Jamie Green a further 13 points behind in fourth.

Ferrari sticks with Raikkonen for '16

TENSION
Audi-Mercedes DTM rivalry has reached fever pitch following "push him out" radio message

KIMI Raikkonen will line up alongside Sebastian Vettel at Ferrari once again in 2016, after the Finn and Maranello agreed to extend his contract for another year.

Paddock sources had hinted Raikkonen (right) was on his way out, with his countryman Valtteri Bottas in the frame for his Ferrari seat. But the latter will now likely stay at Williams.

Raikkonen said: "For me, to be able to stay at Ferrari for another year means that the dream goes on. The Scuderia is my family, and as I always said, it's here that I want to end my career."





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AE PHONED the Government's Department for Business, Innovation and Skills (BIS) the other day. It's run by Sajid Javid MP, an ex-banker. His Ministers of State include Jo Johnson, Nick Boles and Lord Maude. They too are bankers-cum-politicians.

None was able to take my call. So I followed professional protocol and spoke to an official (in the BIS press office) who referred me to another PR official who, in turn, said he needed to consult a 'policy official' if – shock, horror – I wanted a question answered.

It was short, sweet and – in view of JLR's announcement that it's just signed a letter of intent to build cars in Eastern Europe – legitimate, appropriate and went like this:

What's the official UK Government/BIS view regarding British-based vehicle makers building production plants outside Britain and employing local (rather than British) workers on those overseas production lines?

Five times, and counting, I put that straight question to the Government/BIS. And five times, there was a contemptuous refusal to give a straight answer to me and, in turn, you.

Even when I simplified the already simple matter by asking if the British Government a) approves, b) disapproves or c) has mixed feelings about such foreign factories, it couldn't decide whether to go for option a, b or c. Either BIS doesn't know the first thing about Brit-based companies exporting factories and jobs to cheaper locations outside Britain. Or it understands the frightening ramifications of these firms establishing cut-price factories and workforces abroad, but is scared to publicly acknowledge, never mind discuss, the matter.

While Javid and his banker colleagues at BIS seem to be in denial, Donald Trump adopts an entirely different stance. The property tycoon-cum-prospective US President is livid at Ford plans to export car factories and jobs from America to Mexico. In front of thousands of cheering admirers he has formally threatened the company that, if elected, he will – via punitive taxes or whatever else it takes – absolutely prevent it taking factories and jobs away from Americans and handing them to Mexicans.

Maybe, just maybe, if Blighty had a ballsy, can do political type like Trump in recent years, MG Rover would not have crashed and burned, and Ford might've been prevented from totally – and disgracefully – abandoning its car and van building activities in Britain.

Do you agree with Mike?

Have your say at facebook.com/autoexpress

  @The_Rutherford



Mike Rutherford

Motoring's most outspoken and opinionated columnist sounds off

I can't get a straight answer on the official view on Brit-based car makers building plants overseas and hiring workers there

next week

**SPECIAL ISSUE
132 PAGES**



We go behind scenes to reveal how French brand will battle the Germans

- All-new DS4 revealed
- DS tech • DS in motorsport
- Building a DS in China



New BMW 7 Series

First drive of the hi-tech luxury flagship that's set to battle Mercedes' S-Class

FEATURE



Ford vs Vauxhall

Ken Gibson continues his Best of British series as he visits UK's biggest brands

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Wednesday 2 September

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